

Also—A STEAM PILE DRIVER, built by
"Dunham & Co." which has never been used, and
cost originally \$5000.

BALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at 6 1/2 p.m. Arrives at York at 12 1/2 p.m., and leaves for Columbia at 1 1/2 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62 1/2. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3 1/2 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day any passenger train.

D. C. H. BORDLEY, *Sup't.*
Ticket Office, 63 North st.

CENTRAL RAILROAD-FROM SAVANNAH
to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight. Rates of Passage, \$8 00. Freight—On weight goods generally... 50 cts. per hundred. On measurement goods... 13 cts. per cubic ft. On brls. wet (except molasses and oil)... \$1 50 per barrel. On brls. dry (except lime)... 80 cts. per barrel. On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred. On hhd. and pipes of liquor, not over 120 gallons... \$5 00 per hhd. On molasses and oil... \$6 00 per hhd. Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, 40 Gen'l. Sup't. Transportation.

GEORGIA RAILROAD. FROM AUGUSTA
to ATLANTA—171 MILES. AND WESTERN AND ATLANTIC RAILROAD FROM ATLANTA TO OOTHICALOGA, 80 MILES.

This Road in connection with the South Carolina Railroad and Western and Atlantic Railroad now forms a continuous line, 388 miles in length, from Charleston to Oothicaloga on the Oostenanla River, in Cass Co., Georgia.

Rates of Freight, and Passage from Augusta to Oothicaloga.

On Boxes of Hats, Bonnets, and Furniture per foot... 16 cts. " Dry goods, shoes, saddlery, drugs, etc., per 100 lbs... 95 " " Sugar, coffee, iron, hardware, etc... 65 " " Flour, bacon, mill machinery, grindstones, etc... 33 1/2 " " Molasses, per hogshead \$9 50; salt per bus. 20 " " Ploughs and cornshellers, each... 75 "

Passengers \$10 50; children under 12 years of age half price.

Passengers to Atlanta, head of Ga. Railroad, \$7. German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight may be paid at Augusta, Atlanta, or Oothicaloga.

J. EDGAR THOMSON, *Ch. Eng. and Gen. Agent.*

Augusta, Oct. 21 1845.

WHARF BOLTS. THE SUBSCRIBERS are now ready to Contract to deliver Wharf Bolts, at a reduction of 10 per cent. on last year's prices. SAM'L KIMBER & CO. 59 North Wharves, Philadelphia.

WESTERN AND ATLANTIC RAILROAD.
The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT, *Chief Engineer.*

LITTLE MIAMI RAILROAD.—
Distance 65 1/2 Miles. Fare, \$1 50. From 1st November to 1st March Passenger Trains leave Cincinnati for

Xenia at 11 o'clock, A.M. Returning, leaves Xenia at 8 1/2 o'clock, A.M. Freight Trains run daily, Sundays excepted.

At Xenia, Passenger Trains connect with daily lines of stages to Columbus, Wheeling, Cleveland and Sandusky city.

W. H. CLEMENT, *Supt. and Engineer.*

LEXINGTON AND OHIO RAILROAD.
Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

NICOLL'S PATENT SAFETY SWITCH
for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS, *Reading, Pa.*

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper, Murdock, Leavitt & Co. } New York. J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar Iron Works, Richmond, Va. J. Patton, Jr. } Philadelphia, Pa. Colwell & Co. J. M. L. & W. H. Scovill, Waterbury, Con. N. E. Screw Co. } Providence, R. I. Eagle Screw Co. William Parker, Supt. Bost. and Worc. R. R. New Jersey Malleable Iron Co., Newark, N. J. Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. 35 1y

DAVIS, BROOKS & CO., 30 WALL ST.,
have on hand for sale,

Railway Iron of different sizes—heavy and flat bars.

A Steam Pile Driver—built by "Dunham & Co."—in complete order; has never been used, and for sale a bargain. Cost originally \$5,000. Also 12 Railway Passenger Cars, that have never been used, which will be sold a bargain.

8 1y

PROVIDENCE & WORCESTER R. R.
Notice to Contractors. The time for receiving proposals has been extended to the 11th March. The route is ready for examination, and blank proposals and specifications may be had at Worcester and Providence. All proposals must be sealed, accompanied by names of references and surities, and directed to the engineer, at Providence, prior to the above date.

8 4 T. WILLIS PRATT, *Engineer.*

MACHINE WORKS OF ROGERS,
Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work. Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, 45 Paterson, N. J., or 60 Wall street, N. York.

TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE, 45 N. E. cor. 12th and Market sts., Philad., Pa.

THE SUBSCRIBERS, SOLE AGENTS
for the sale of

Codorus, Glendon, Spring Mill, and Valley, } Pig Iron.

Have now a supply, and respectfully solicit the patronage of persons engaged in the making of Machinery, for which purpose the above makes of Pig Iron are particularly adapted.

They are also sole Agents for Watson's celebrated Fire Bricks and prepared Kaolin or Fire Clay, orders for which are promptly supplied.

SAM'L KIMBER, & CO., 59 North Wharves, Philadelphia, Pa.

Jan. 14, 1846. [1y4] *Philadelphia, Pa.*

GEORGE VAIL & CO., SPEEDWELL IRON
Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron Tires, made from the best iron, either hammered or rolled, from 1 1/2 in. to 2 1/2 in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wro't. Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wro't. Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective Iron and Brass Castings of all descriptions.

ja45 1y

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by **A. & G. RALSTON**
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

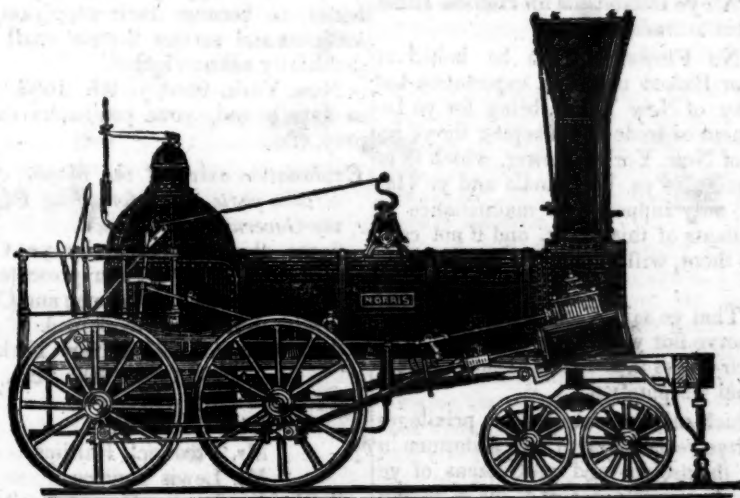
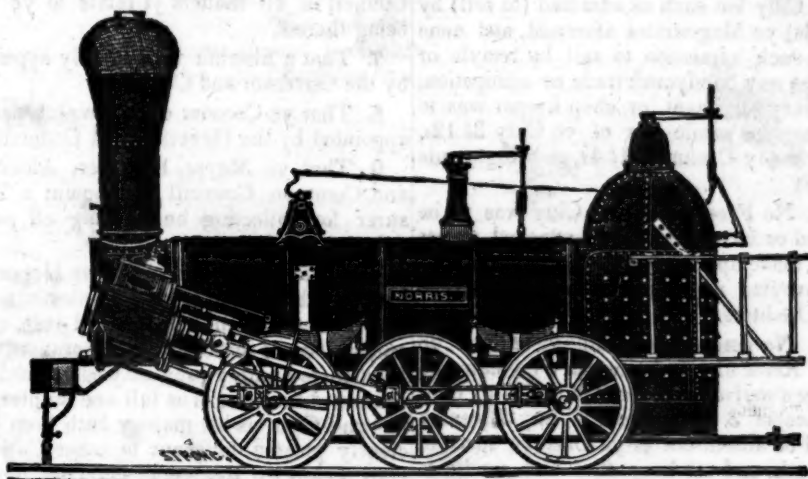
CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc.—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of improving their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " " × 24 " "
"	3,	14½	" " " × 20 " "
"	4,	12½	" " " × 20 " "
"	5,	11½	" " " × 20 " "
"	6,	10½	" " " × 18 " "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T, L, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG,
President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of **Bituminous Coal and Iron Ore**, of the first quality, at Ralston, Lyoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house,—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS, 49 State st.**, or to **CURTIS, LEAVENS & CO., 106 State st.**, Boston, or to **A. & G. RALSTON & Co., Philadelphia.**
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CYRUS ALGER & CO., South Boston Iron Company.

New York Corporation.—Various Charter Proceedings in Chronological Order.

Ancient Petition for a Charter By the Mayor, Aldermen, and Commonalty of the city of New York.

ARRIVAL OF GOV. DONGAN FROM ENGLAND.
August ye 27th, 1683, being Munday.

COLL. THOMAS DONGAN, Governor of this Province, who arrived here ye 25th Instant, was this day pleased to appoint ye Magistrates to meet him at ye City hall about ten of ye clock, where he read and published his Commission to be his Royall Highness Lieutenant & Governor, &c., & his Commission for vice Admirall, & shewed his instructions wherein he was ordered to give & Confirm to this City all their Rights and privileges & more if necessary, and that for ye future all writs and warrants should Issue out in his Royall Highness name, & declared that his Royall Highness had Commissionated Mr. John Spragg Secretary of ye Province, for all which ye Magistrates returned thanks to his Royall Highness and his Honour, & waiting on him to ye Forte, they invited his Honour to dine with them att ye City Hall ye next day, and severall of ye old Magistrates and ancient Inhabitants to accompany him, Where his Honour received a large & plentiful Entertainment; and they had great satisfaction in his Honours Company.

Petition of the Mayor, etc., for a Charter for the city of New York.

Petition presented to ye Governor in ye name of ye Mayor, Aldermen, and Commonalty of ye City for a Charter.

To the Right Honorable Col. Thomas Dongan, Esq., Lieutenant & Governor and vice admirall and his Royall Highness James Duke of Yorke & Albany, &c., of New-Yorke and dependencies in America.

The humble petition of ye Mayor Aldermen and Commonalty of ye City of New-York,—Sheweth

That this City hath had & enjoyed severall antient Customes privileges and Ammunities which were confirmed and granted to them by Col. Richard Nicholls, late Governor of this Province by authority and his Royal Highnesse, Anno 1665, who incorporated ye Inhabitants thereof—New-Harlem and others Inhabiting on ye Island manhattan, whereon this City standeth as one body Politique and Corporate under ye Government of a Mayor Aldermen and Sheriffe, in which manner it hath continued in practice ever since, and hath had and Injoyed ye Customes liberties and privileges following, viz.:

1st. That all ye Inhabitants on ye Island Manhattan was under ye Government of ye City of New Yorke.

2nd. That ye Government of said City was by seven Magistrates & a schout formerly called Burgomaster and Schepen, now one Mayor, six Aldermen & one Sheriffe.

3d. These Magistrates had power to appoint all Inferior Officers, as Constables & Overseers under Sheriffs, Cryers and Marshalls throughout ye whole Island, and also did make such peculiar orders as they judged convenient ffor ye well Governing ye In-

habitants of said Corporation, & held once in 14 dayes or oftener on special desire or occasion, a Court of Judicature at ye City Hall where they did heare and determine all causes and matters whatsoever brought before them, by Jury or in equity as ye cause required. The Mayor or Chief Magistrate had power to determine all matters that came before him under 40s. without appeale or any other processe than a verball hearing of.

4th. The Sheriffe served all writs & summons, & attachments within ye limytts of ye Corporation, and acted as Water-bayliffe on ye Water.

5th. They had their own Clerk and kept ye Records of ye City distinctly.

6th. This City was ye staple port of ye whole province, where all merchandize was shipped and unloaden.

7th. None were to be esteemed Freemen of the City but such as admitted (to sell) by (retayle) ye Magistrates aforesaid, and none before such admission to sell by retayle or exercise any handycraft trade or occupation, and every merchant or shop keeper was to pay for ye public use of ye City 3/ 12s, every handy Craftmen 1/ 4s on being made free.

8th. No Freemen of ye City was to be arrested or have their goods attached unless it was made appear that they were departing or conveying away their estates to defraud their Creditors.

9th. No person was admitted to trade up North River except he was a Freeman and had been arrival Inhabitant of this City offor ye space of 3 years, and if any freeman should be absent out of ye City ye space of 12 month, and not keep ffire and candle & pay seat and cott, should loose his freedome.

10th. All ye Inhabitants up Hudson River were forbid to trade over sea.

11th. No Flower was to be bolted or Packed or Biskett made for exportation but in ye City of New Yorke, being for ye Incouragement of trade and keeping up ye reputation of New Yorke fflower, which is in great request in ye West India and ye (Inhabitants) only support and maintenance of ye Inhabitants of this City, and if not confirmed to them, will ruin and depopulate ye same.

12th. That ye said City had a Common seale to serve ffor ye dealing of all and singular their affairs matters and business touching ye said Corporation.

All which said ancient customs privileges and lybertys ye said Mayor and Aldermen in behalf of themselves and ye Citizens of ye said City do humbly present & make known to yr Honour, humbly beseching yr honor in their behalf to Interceed & procure that ye same be Confirmed to them by charter ffrom his Royal Highnesse with these additions following:

1. That ye said Corporation be divided into six Wards.

2. That ye ffreemen in each Ward do once every year elect their own officers to say Aldermen, Common Councilmen, Constables, Overseers of ye poor, Scavengengers,

Questmen or other officers useful and necessary ffor ye said Corporation & Wards.

3. That there be a Mayor & a Recorder, who with ye said six Aldermen & Common Councillors shall represent ye whole body of ye said City and Corporation & shall have power to make peculiar Laws and ordinances ffor ye good Government and support thereof.

4. That a Mayor be appointed every year by Governour & Council, & to be one of ye Aldermen chosen as aforesaid.

5. That all Magistrates so chosen shall not be admitted to ye execution of their offices until sworn before ye Governor and Council.

6. That ye Recorder be appointed by ye Governor and Council, who shall be judge of ye city and corporation and be ayding and assisting ye Mayor, Aldermen and Common Council in all matters yt relate to ye well being thereof.

7. That a Sheriffe be annually appointed by the Governor and Council.

8. That ye Coroner and Towne Clark be appointed by the Governor and Council.

9. That ye Mayor, Recorder, Aldermen and Common Council do appoint a Treasurer for collecting and paying all public debts and Revenues.

This and whatsoever else your Honor and his Royall Highnesse shall think fit, necessary and convenient ffor ye good rule, order and welfare of this city or Corporation, your Petitioners humbly pray may be granted and confirmed to them, in as full and ample manner and fform as his majesty hath been graciously pleased to grant to other Corporations within his Realme of England, ffor ye.

Of which they again humbly begg your honor to become their supplyant, whose kindness and service therein shall be most thankfully acknowledged.

New York, 9bre, ye 9th. 1683. And as in duty bound, your petitioners shall ever pray, &c.

Explanation asked of the Mayor, &c. as to certain parts of the foregoing Petition by the Governor and Council.

Some objections made by ye Governor and Council to ye petition presented in the name of the Mayor, Aldermen and Commonalty with desire to be explained.

Att a Council held in New Yorke ye
10th 9bre, 1683.

Present

The Governor,
Mr. Frederick Phillips,
Mr. Lewis Sancton.

A Petition from ye Deputy Mayor, Aldermen and Commonalty of ye city of New Yorke being read, was concluded as follows:

In answer to the first article it is thought reasonable that the Towne of Harlem shall have liberty to determine all matters yt come before them under 40s., att their own Towne Court. To ye third article it is answered that there being these words, these Magistrates had power to appoint all Inferior Officers, and Constables, Overseers, under Sheriffs, Cryers and Marshalls, it is desired that it

may be explained what is meant by Marshall in ye second article; it is also desired yt it may be explained what is meant by peculiar Laws, and how far they will extend, as likewise what is meant by Court of Judicature, and how far ye s'd Court is to extend, and yt ye Court of Judicature under forty shillings being allowed it is thought convenient to distinguish betwixt ye s'd Courts and make two articles of this one, being ye third article to ye fourth article, it is thought yt ye water Bailiffs belongs to ye admiralty, and ye seventh article Jews are to be accepted who are left to ye discretion of ye Governor.

By order in Councill,
JOHN SPRAGG, Sec'y.

Explanations to the Foregoing, Given by the Mayor, &c.

An explanation of several heads contained in ye petition lately presented to his honor ye Governor, by ye Mayor, Aldermen and Commonalty of ye city of New Yorke, pursuant to ye desire of the Governor and Councill, Humbly presented to his honor's further consideration.

The Town of Harlem is a village belonging to this City and Corporation ffor ye more easy administration and dispatch of Justice. Officers have been annually appointed by ye Mayor and Aldermen to hold Courts and determine matters not exceeding 40s., both at Harlem and the Bowery, and shall do ye like for ye future, and is intended to be one of ye six Wards.

3. Marshall is an under officer assistant to ye Sheriff in serving writs, summoning Jurys, looking after prisoners and attending ye Court, and that Officer and the Cryer has hitherto been one person.

Peculiar Laws, and Laws and Ordinances by the Mayor, Aldermen and Common Councill, ffor ye well and good government of this City and Corporation and to extend as ffarr as the limit thereof.

Court of Judicature is a Court to hear and determine all causes and matters whatsoever brought before them, both Civill and Criminal, not extending to life, limb, or member, and had jurisdiction over all the harbours and Bayes, Coves, Creeks and Inletts belonging ye to same.

The whole Island being one Corporation, ye inhabitants are all members of one body and conceive no need of distinction. The Mayor, Aldermen and Common Councill having ye care and charge to make all things easy and convenient ffor ye Inhabitants as possible, and will have the same regard thereto as formerly.

A Water Bailliffe is an officer belonging to a Corporation, and ye Sheriffe of this City hath useually exercised the office by serving arrests and attachments in ye harbours, Bayes, Coves, Creeks and Inletts belonging to this Corporation, by Warrant ffrom ye Mayor, Sheriffe or other his superiors to him directed as Sheriffe or Watter Bailliffe, as well in Civill as Criminal matters.

What belongeth to the Governor or prerogative, think not fit to meddle with or any way restrane.

New Yorke, 9bre. 19th, 1683

New Magistrates Commissioned by the Governor.

City of New Yorke,

Saturday ye 24th of 9bre, 1683.

The old Magistrates, Mr. Cor's Steenwick, Mr. N. Bayard, Mr. Jo. Joinns, Mr. Wm. Pinhorn, Mr. Guline Verplanke, Mr. Robertson and Mr. Wm. Cox, being sent for, all waited on ye Governor at ye fforte, except Mr. Cox, where ye old Magistrates were discharged, and a commission given to Mr. Cornelius Steenwick, to be Mayor and the other persons above named to be aldermen ffor the the City of New Yorke untill ye useuall time of New Elections, being the 14th of 8bre, and Mr. Jo. Inder was likewise appointed Sheriffe of ye s'd City, and were all sworne accordingly.

The old magistrates conducted ye new ones to ye City Hall, where their Commission was read in ye Court Chamber, and they resigned to ym ye Bench, who took their places as nominated in ye Commission. Mr. Wm. Cox, who was absent when ye Mayor and ye next of ye old Aldermen were sworne, had ye oath of an Alderman administered by ye Secretary, ye then Mayor and Alderman ordered their Commissions to be published att ye door of the City Hall, which was accordingly performed by ye Towne Clerke.

Such under officers as you shall judge necessary ffor whom this may concerne to give due obedience unto you as they and every of them will answer ye contrary att their perills, and ffor so doing this shall be to you and every of you a sufficient Warrant and discharge, this Commission be of force untill ye 14th day of 8bre, next ensuing in ye year 1684, or till further order. Given under my hand and sealed with ye seal of ye province att fforte James ye 24th day of 9bre, 1683.

THO. DONGAN.

Town Clerk Commissioned by the Governor.

Commission of John West to be Clerke of ye City of New Yorke. Col. Thomas Dongan, Lieutenant and Governor, and Vice Admirall, &c., of New Yorke and dependencies in America.

By virtue of ye Authority derived unto me from his Royall Highness, I do hereby constitute and appoint you, Mr. John West, Clerke of the City of New Yorke, authorizing you to take into your custody all Records, Books and Papers of Publicke Concerne belonging thereto, and to act in ye said employ as a clerk, may and ought to do according to law and practice, and that during my pleasure only. Given under my hand and seal att Forte James, ye 24th day of 9bre, 1683.

Tho. Dongan.

Passed ye office, John Spragg, Secty.

Petition of the Mayor and Aldermen to the Governor and Council for Further Privileges and Grants.

To the Right Honourable Thomas Dongan, Lieutenant and Governor under his Royal Highness James Duke of Yorke and Albany of New Yorke, and dependencye in America.

The humble petition of ye Mayor and Aldermen of ye City of New Yorke Showeth,

That whereas ye necessary public works belonging to this city are much out of repair and decayed, and ye revenue yt was to support and maintaine ye same ffor ye present lost and destroyed, and whereas ye 9th Instant a Petition was presented to your honor by your petitioners, in ye name of ye Mayor and Aldermen and Commonalty of this City, sitting fforth ye privileges, usuage, custome, and practice of ye said city, and what they conceived further necessary for ye Weal good Government and support thereof, which they prayed your honour would procure to be confirmed to them by charter to them ffrom his Royal Highness. Your petitioners do hereby likewise humbly pray and desire yt with this alteration only yt ye city may have ye choice of their Towne Clerke for ye ffuture, and yt since it cannot be so soone effected as ye urgent affairs of this city doth require, your honor will be pleased to order and declare yt ye fforme and method therein prescribed, may be put in practice until such time as his Royal Highness pleasure shall be further known therein, and yt your honour will be further pleased to confirme to this city all ye (benefitt of granting lycences to all ye) vacant lands within this island to low water marke, the benefit of granting lycences to all yt keep public houses, ye benefit of ye (ferry) docke warfe, and bridge, markett and markett house, with ye fferry now between ye said city and Long Island, or yt hereafter shall be appointed between ye said city and Corporation, or any other place which may helpe to enable them to defray their public charge and expence and their publicke works;

And your petitioners shall ever pray &c.

Cornelius Stenwick,
N. Bayard,
Jo. Iniens,
Wm. Pinhorne,
Guleine Verplanke,
John Robertson,
Wm. Cox,

Dated at ye City Hall ye 27th day of 9bre, 1683.

Answer of the Governor and Council to the Foregoing Petition.

Answer of ye Governor and Councill to ye petition of ye Mayor and Aldermen, dated ye 6th 9bre, 1683.

At a Councell held in New Yorke ye 6th day of December, 1683.

The Governor,
Capt. Anthony Brockholls,
Mr. Fred. Phillips,
Mr. Steph. Courtlandt,
M. Lucas Sancton.

The petition of ye Mayor and Aldermen being read, the Governor in Council gave answer thereto in ye following resolutions and Proposals:

That he much wondered yt having lately granted almost every particular of a large and considerable petition lately offered by ye preceeding Mayor and Aldermen, he should so suddenly receive another petition from ye

present Magistrates to request either what was before granted or anything contrary to their former petition, however is willing to oblige them as far as can be Reasonably done, as may be seen by ye following particulars. Their first request is already granted, with a Recorder, according to former desire.

The Ferrys Granted, with a proviso, that two boates ffor passengers be kept on each side of ye River, and one boate for cattle on each side of the River also.

The Town Clerke is Referred to his Royal Highness his nomination. The vacant Lands to low Water marke within this Island, are already disposed of.

The whole Island is ordered to be surveyed, and when it is done, some land in the woods not yet disposed of, shall be appointed for the use of the city.

The Dock and Warfe is allowed to ye city provided it be well kept and cleared, if not it shall be forfeited, but no duty is to be paid upon the Bridge. No ferry in any other place allowed but what is already. The Licensences always belong to the Governor, the benefit of ye Markett and Markett houses is Granted, Provided there be nothing sold but upon Wednesday and Saturday, beginning betwixt Nine and Ten of ye clock in ye forenoon. And all brought into ye markett place, nothing being allowed to be sold in any vessel, boat or canoe whatsoever; only Butchers meat is to be sold every day in ye week, Sunday excepted, but to be sold in ye markett and no were else.

That it is convenient a clerk of ye markett be appointed, and that by ye Governor, who shall see after ye weight and measures and due Regulations of ye markett. That there be Twenty carmen and no more allowed and their wages regulated, and ye number of sworne porters stated, with their wages likewise. The Mayor is also to look after ye weights and value of bread, and ye value and measures of all liquors sold and retailed, and to put a price upon all other things sold, according as ye season shall require, and all Bakers shall be obliged to sell and keep good household bread ffor any who will demand it.

That ye said household bread be baked as ye meale comes ffrom ye mill. That ye city will appoint one or more if necessary to look after ye chimneys for ye preventing of fire, and yt all houses keep one or more leather buckets.

By order of Councell, Jo. Spragg, Secy.

Order made by the Governor and Council as to the Temporary Government of the City.

The Governor to put in practice ye forme prescribed in ye petition of 9bre ffor the Government of this city.

By the Governor.

In answer to a petition presented by ye Mayor and Aldermen bearing date the 27th November Past, Ordered that ye forme and method prescribed in a petition presented by ye former Mayor and Aldermen, bearing date ye 9th 9bre past, ffor ye Weal and Government of ye said city, be put in practice untill such time as his Royal Highness plea-

sure be further knowne thereon. Given under my hand att Forte James ye 10th day of Xbre, 1683.

Tho. Dongan.

Passed ye office, John Spragg, Secy.

Recorder appointed by the Governor and Council, and his Commission.

A Recorder appointed, and oath of fidelity administered by ye Mayor.

City of New Yorke.

The Court of Record of the city afores'd, holden att ye City Hall within ye s'd city on Tuesday, ye 15th day of January, 1684. Before

Mr. Cornelius Stenwick, Mayor,
Mr. Nicholas Bayard,
Mr. Jo. Inians,
Mr. Wm. Pinhorne,
Mr. Guleine Verplanke,
Mr. Wm. Cox, Aldermen.

Before ye opening of ye Court, Mr. Secretary Spragg and Mr. Sancton come to ye City Hall and presented Mr. James Graham to ye (Governor held) Mayor and Aldermen, and acquainted them that his Honor ye Governor had been pleased to commissionate him Recorder of this city, whose commission was accordingly read as followeth:

The Recorder's Commission.

By the Governor—

Whereas the Mayor and Aldermen of ye City of New Yorke, by petition, in ye name of themselves and the Commonalty of ye s'd city, desired a confirmation of their ancient Rights and Priviledges with several alterations and additions within specified, and containing, as is usuall and practicable in other citys and corporations, and having thought fit and necessary that a Recorder be appointed to be assistant to the Mayor and Aldermen in ye Rule and Government of ye s'd city, and administration of justice in their Court of Record—I do hereby, in virtue of ye authority derived unto me, constitute, authorize and appointe unto, Mr. James Graham, to be Recorder of ye s'd city, giving unto you full power and authority to execute and performe what to ye office of a Recorder within a city and corporation doth of Right belong and appertaine both ffor ye weale and governm't of said city administration of Justice in ye s'd Court of Record during pleasure.

Given under my hand and seale, att Forte James, New Yorke, ye 14th day of December, 1683.

THOMAS DONGAN.

Passed ye office, Jno. Spragg, Sec'y.

The first Recorder of the City of New York sworn into Office and took his Seat.

Wednesday, ye 16th January, ye Court being adjourned to meet in ye afternoon, the Mayor, Recorder, and Aldermen, Sheriffe, and Clerke, were sent ffor to ye Fort, before ye Governor and Councell, where ye oath of fidelity to His Royal Highness, as in ye old law book, was administered to them, and ye Recorder sworne in his office, ffrom whence they went to ye City Hall and held Court according to adjournment.

The Recorder took his place on ye bench on ye right hand of ye Mayor.

City of New Yorke.

Proceedings att a Common Councell held att the City Hall for the said city, on Monday the 2d day of February, 1684—

Present—Mayor, Recorder, N. Bayard, Mr. Jno. Lawrence, Mr. Andrew Bowne, and Mr. Cerfleck, and Mr. Wm. Merritt, Mr. Abm. Corbett, Mr. Debrugue, Mr. Sam'l Wilson, Mr. Kipp, Common Councell.

Resolved, unanimously, That the Governour be Treated with to confirme to this city all the vacant land in and about this city and island, to low water mark. The Ferry and all the several Patents to the Inhabitants, the City Hall and Land thereto belonging, markett house and markett place, dock, bridge, and streets, and with all Royalties and Priviledges thereunto belonging.

1686.

Proceedings of the Mayor, etc., in Relation to Governor Dongan's Charter.

At a Common Councell held for the city of New Yorke, the 24th day of Aprile, Anno Domini, 1686.

Upon reading the charter, it it agreed by the Common Councell, that they will pay his honour 200l. upon signing the same, and give him security for 100l. more in six months. That the fee for Licensences to retails Drinke exceed not 5l. the fine for retailing 19s. and the fee for freedome 5l. That the Mayor take care to raise the said 200l., paying therefor such interest as to him shall seeme fitt. And do likewise to care to secure the said 200l. to the person of whom he shall take up the same, and the said 100l. to the Governour.

Resolved, That next common councell to be held in this city, effectual care shall be taken for the reimbursement of the said 300l., and other the charges concerning the said charter.

Report of the Mayor that he had Raised the Money and Paid for the Charter.

Att Common Councell held att the City Hall for the City of New Yorke, the Eleventh day of May, 1686.

The Mayor Reports that he hath paid 300l. for the Patent and 24l. to the Sec'y, and hath taken 4 sums up at ten per cent. interest, to be paid in a yeare, wch is allowed off, and Resolved, that care be taken pursuant to the above ord'r, to raise money for satisfying thereof, and what other charges shall be expended thereon.

Resolved and ordered, That Mr. Mayor, Mr. Alderman Depeyster, Mr. Demyeo, and Mr. Dekey be appointed as a committee to consider what waeyes proper for raising the money paid for the Patent, and if they shall thinke fitt that same be raised by sale of lands, That then they be hereby impowered to sell and dispose of so much land as will amount to the sums for the moste benefite and advantage off which to make reporte.

Remonstrance of the Syracuse and Utica Railroad Company, against the bill to reduce their fare, and the appointment of a Commissioner.

To the Honorable the Legislature of the State of New York in Senate and Assembly convened:

The memorial of the Syracuse and Utica railroad company respectfully represents, that this company has noticed the presentation of petitions to the legislature, asking for a law to reduce their fare, and also for the appointment of a commissioner to regulate their business, and the introduction of bills for these objects. This company is duly organized under a law of the legislature, inviting the association of the necessary capital and persons for the construction of a railroad between Syracuse and Utica, and it has been the design of the board of directors, to which the management of the affairs of the company have been committed, faithfully to discharge their duties. They are influenced by no favoritism for any locality or interest, by no wish to extort from the traveller an unreasonable reward for his passage, and they trust by none but the motives which should govern honorable men. They have witnessed, from year to year, the fact that applications are made to the legislature to modify and control their business, which if carried out, they believe would be disastrous to their property. These applications have been met in a spirit of fairness by your memorialists (with other companies,) and when they have heretofore presented objections to the respective applications, sustained by argument and fact, your memorialists have been generously listened to by past legislatures, in a spirit of candor and fairness; we now ask leave to refer to a remonstrance of the several railroad companies in 1843, which may be found among the assembly documents of that year, and is No. 106. Also to another remonstrance in the year 1845, which may be found among the assembly documents as No. 194.

The last remonstrance named was referred to the railroad committee of the assembly of the last session, and a deliberate examination was bestowed upon all the questions submitted. That committee presented a report on the 15th of April, 1845, which

may be found among the assembly documents, and is No. 224. We ask to refer to that report, and to say, that its perusal will well repay the labor and time necessary, and that it will be approved after full and dispassionate examination. It was regarded then, as it must be now, as an able exposition of the relative rights of these companies and the legislature, and in declaring that "this great state occupies too lofty a position and entertains too just a sense of her imperial character, to repudiate any of the obligations fairly inferable from legislative enactments, in which her citizens and the citizens of other states have placed implicit and unwavering confidence," it but suggests that which will be readily approved by all who reflect.

We did suppose that the examination then given to the subject had put it at rest, and that there would as soon be a proposition to sully the reputation of the state, by violating its faith to those who held its obligation to pay, as in this way to prostrate the value of our property and to paralyze this kind of improvement. Finding, however, that the matter is again before you, we are constrained to appear and to urge the objections to the action which is invoked by the petitioners. If these objections are stated at length, and with earnestness, we trust that we shall be heard with forbearance, because, in our view, this question is one vital to our success.

We have heretofore submitted to that which we regarded as a clear violation of our rights, in the statute which imposed tolls upon the transportation of property over our railroad during the suspension of canal navigation. The right to carry property *without* tolls in the winter, was distinctly tendered as one of the powers of the corporation. We have thus submitted, under the hope that a further power to destroy our property would not be asserted.

We trust that we are not to meet those, who at this day will deny the immense benefits that the railway has produced. "This new element that has been infused into the social, commercial and political system of the world, the increasing effects of which we can now but faintly foresee," must go on improving and progressing. We cannot go back, nor do without them. The system must go on.—Will the state make and own railroads? We suppose there is but one answer—it will not. Who and what is to make them? Single individuals have not the means, and do not live long enough to construct and manage them, if they had the pecuniary ability. Our laws as to placing property in trust, make some artificial existence necessary for the construction and management of a railroad. It is of little consequence what the association is called, whether a firm, a company, or a corporation. We submit that it is an unsound sentiment, that objects to a railway because a corporation owns it, for nothing else can own it.

When this line of railway was commenced, the legislature declined to make it a state work. The same decision has been adhered to as to other railways. It became indispensable that it should be made, or our great commercial city would have lost the trade of the west. Other railways were conceived and commenced from Baltimore and Philadelphia and this work was indispensable for our people and for the business of our cities. The state delegated its sovereign power to the corporations who have made the railroads. They make them as the agents of the state, for the public use. It is upon this ground that they are authorized to take the land of individuals. If the state makes the railway, the public use would be the same as is now enjoyed. It would be no more or less than if owned by a corporation.—Whoever uses the railroad must pay for such use whether the state is the owner or not. The law which authorized this railroad contains some prominent provisions. The Attica and Buffalo railroad had been previously authorized by a law. In the provisions for that road it was believed, as has since been found to be true, that its construction would require but a small capital. The provision as to the fare of passengers is as follows: The corporation shall not charge a greater sum than at the rate of three cents per mile for the transportation of a passenger and his ordinary baggage.

The law which authorizes the railroad from Syracuse to Utica confers all the privileges contained in the law for the Attica and Buffalo railroad, with this addition. The corporation may receive a sum

not exceeding four cents per mile for the transportation of a passenger and his ordinary baggage.

Here was a difference between these charters as to privileges, and when those inclined to subscribe to the stock, examined the laws, they saw the difference and considered the advantages of each proposition. One road would cost less, and therefore was limited to a less fare. The other would cost more and could therefore charge more. The result has shown that one road has cost double the amount per mile to the other. The provision above cited is as plain a legislative promise as words can make. It means, we insist, precisely what it says, that this company may charge four cents per mile as long as it is for its interest, or until the state shall take the road under a subsequent provision. The men who subscribed to the stock, who paid their money, and who made the road, believed that they did so, subject to but one contingency, and that is contained in the 17th section of the Attica and Buffalo charter in which the state reserved the right to take the railroad at any time after ten and within fifteen years from the commencement of its operation, on paying the proprietors the cost of the same with ten per cent. interest, deducting the dividends received. The proprietors have the solemn faith of the state thus held out to them, and they are sure that it will not be violated when they present it. The state thus deciding to make the road, through the agency of a corporation, and promising four cents per mile passage fare to those who made it, did in principle the same thing, as if it had made the road, as a state work, and borrowed of those who own the stock now, an amount of money, equal to their stock, and had promised them interest payable out of the profits of the railroad. Under such a case, could the state have reduced the fare, without violating its faith.—It will be difficult to perceive any difference in favor of the idea that our fare can now any more be reduced; both would as distinctly violate the promise held out, as can possibly be conceived. Will it be claimed that this promise of four cents fare was made with the implied understanding that it might be reduced? Reduced to what sum we ask? To two cents this year, and to one cent next, and all for what? To test a theory? We entirely deny that our rights can be thus speculated upon. When we do thus insist and refuse to submit our property, to test the theory, that low fare will increase our receipts, where is the right or faith, to place our property in jeopardy? The right to alter, modify, or repeal does not allow the legislature to destroy the guaranty upon which the investment was made. It may be exercised when there is fraud or abuse of privilege by the company, but cannot be exercised in an arbitrary manner without cause.

If the power is possessed by the legislature to reduce our fare, where is it to stop? We think that we have learned that it cannot be reduced, without depriving us of profit, and that practically destroys the value of the property; though brokers might still speculate in the stock as they now do in unproductive railroads. If the fare can be reduced to a nominal sum, that of course, it will be claimed, is done for the benefit of the public. Thus the people, or the public, or the state, will in fact take it, without paying us for it, according to the section above cited. The railroad will not be annihilated, but it must be used without profit; and thus, in place of valuable property acquired, under a reliance upon the laws of a just people, would become a burthen to the proprietors. Can the state take the railroads without paying for them? It can do so, if it can reduce our fare. We submit that it cannot do that indirectly, which it cannot do directly.

If the petitioners ask to reduce our fare, should they not offer to indemnify us? We claim the faith of the people pledged to us, that we may charge four cents a mile, and also that we may make ten per cent. interest, if we can. It is for this reason that we ask, should not an indemnity be offered? The legislature regarded ten per cent as not an unreasonable profit for the hazard incurred in this business.

If the petitioners shall induce your honorable body to guaranty to us ten per cent. to which we claim to be entitled, then we will test the theory of low fare, as long as the legislature may desire.

Or, if we can have a guaranty that the state will take the railroad under the 17th section, and thus assure that we can have the benefits held out to us by law, then, also, will we test the theory.

It must be familiar to the recollection of many members of the legislature, how earnestly and anxiously the western portion of our state looked to the construction of this line of road, and how its completion was hailed as a blessing to the country.

When it was found that a fare of three cents per mile would not insure the construction of a railroad from Auburn to Rochester, then the legislature promptly offered four cents per mile as may be seen in the act, found in the session laws of 1837, page 9, using the same language, as in the case of this company. No right to alter this, was reserved, and we say that it is a legitimate inference, that an alteration could not, in any case, be made without the consent of the company, consistent with good faith.

When after the legislature had loaned the credit of the state to the amount of \$200,000 to the Auburn and Syracuse railroad company, to aid the construction of their road, and it was found that this was not sufficient, and in the session of 1839 [see laws of that year, page 233.] that company was allowed to charge five cents a mile for three years; was not all this in earnest on the part of the legislature.

Is it to be said or claimed that all this was done, to induce those who had the means, to advance them, and make the roads, with the suppressed intention of falsifying these promises as soon as they had been accepted, and confided in by the stockholders, and are similar promises, in like manner to be hereafter broken to every unfinished work?

We cannot believe that any such intention existed, or that a serious attempt now to break these promises, will be pressed, when the violation of faith, is so apparent.

Suppose that instead of promising the then future proprietors of this railroad, that they may receive four cents a mile, the promise had been qualified by saying that the legislature might thereafter at any time reduce this fare when properly petitioned to do so.—Would the proprietors have advanced their money on such a contingency? We say that not one dollar could have been raised. No honest prudent man would ever have placed his property in such hazard, we submit, that the report of the committee of the present session No. 51, on page 3, seems to consider the matter as we do, for they say that in making such grants, it should be distinctly understood, that they take and receive their charters upon the express understanding and agreement that any amendment, etc., strictly belongs to and may be exercised by the state. This must be prospective in its application.

We know the jealous care with which the legislature have guarded the faith of the state when held by its creditors, and we feel assured that when our position is understood that a like care will guard the same faith to the stockholders of this company.

We desire to present for examination, the position of two sets of persons who have contributed large amounts to construct a part of this line. One set under a law of this state has advanced \$200,000 to the railroad company, and has received of the company, the certificates of indebtedness therefor signed by the comptroller on behalf of the people in this state, declaring that the holder was thereby entitled to the payment of the principal sum of twenty years, with five per cent. interest, payable quarterly. To secure this contingent pledge of faith, the railroad company has mortgaged all its property to the state. This set to persons feel secure, because, all will say, they have the faith of the state, through the railroad company.

Another set has advanced \$400,000 under another law of the state, to the same railroad company, and have received certificates showing that they are entitled to all the benefits of this law, one of which was, that they might receive five cents a mile of passengers for three years, and after that four cents; and they have calculated that this privilege, notwithstanding they consented to pledge their whole property to secure the interest and principal to the first set, and also notwithstanding that they also actually pay the interest to the first set, would produce them a fair profit. All will admit that the first set hold the faith of the state pledged to them. We should also say, much more do the other set hold it pledged to them, that this fare shall not be interfered with without their consent, because, otherwise the burthen of the whole comes on them.

If it is not so, of what possible use or meaning

was the reservation of the right to take the railroad which is contained in the 17th section before cited.

For if the state can reduce our fare, so also can they take the road, if there had been no such provision as that of the 17th section.

The very reservation of that provision shows what was then intended, and we ask no more than the fair fulfilment of the intention of the law.

A reduction of our fare, working a destruction of the value of our property, would place it where it would not be worth taking under the 17th section and paying for, although perhaps practically, the public would thus take it for nothing.

Under the provisions as they stand the proprietors of the railroad are safe, because the state will pay for it, if it is taken, according to law; but under the assumed power to reduce the fare there is no safety, because situated as we are upon the point where we must renew and greatly improve the railway, a reduction would so shake confidence that a reconstruction would be impossible.

We should neither dare to attempt to borrow the money, nor would those having it listen to us a moment, if we did attempt. We could offer them nothing but a property subject to constant assault, and to be made the experiment to try any theory that the most dreamy speculator could suggest.

A reconstruction would then be hopeless. The last session of the legislature not only rejected all these propositions to reduce our fare, as has been stated, but it encouraged us to go on and prepare for a reconstruction of our road, and authorized us to borrow money for that purpose [see laws of 1845, page 405].

Under the faith of this last law we have gone on preparing for a new track, and have expended a large sum for that purpose.

We suppose that all agree that these roads should be reconstructed as soon and as thoroughly as possible.

We also suppose that the petitioners do not wish us to do a business without a fair profit.

Have they thought of guarantying us a profit of eight per cent. even if they reduce? If they would not do this, is there good faith in the application?

The petitioners ought to reflect that railroads are in their infancy; that ours are very imperfect, and require constant large expenditures; that although they are constructed by corporations, they are made really by the people, through the procurement of the legislature; that the offer or promise of four cents fare and ten per cent. dividends, is only another mode of paying the persons who advance the money to make them, and that faith is as much to be kept with one set of creditors, as with another; that it is nothing but the faith of the state that sustains its great debt, for its promises in this way cannot be enforced; that there is the same power to violate its faith to its creditors, for twenty millions of dollars, that there is to a railroad company for one million of dollars; that the blow which prostrates our property and withers our rights, will next fall upon other railroad lines, and will to a certainty deter men from the construction of another work of the kind.

Let the petitioners carefully and honestly reflect upon all these things, and then if they are prepared to renew and press these applications, so far as this company is concerned, we say let the state take the railroads and try the experiment of low fares. We are ready to meet the question under the 17th section. Then the loss, if any, will fall equally upon all, and the benefits, if any, will be equal, in like manner. We cannot consent to be thus experimented upon unless it is to go through all other business.

The consciousness of having endeavored faithfully to discharge our duty under the trust which we have assumed, impresses us so strongly, that we ought not to be subjected to these annual difficulties, that we are the more inclined to submit to the legislature to take the property and pay for it according to law, and let it thereafter be controlled like other property of the state. For it cannot be that reliance upon a plain law has drawn us into a position where the legislature can either take our property, and pay for it fairly as it reserved the right to do, or can deliberately impair its value and then refuse to take it. The reciprocal relations of right and duty forbid such an inference.

It adds little to the consolations of our position,

that we may believe that we have all the guaranties which the state faith can give, to our property, if we must be annually constrained to appear and resist ruinous attacks upon it. All our accounts and all our doings are open to the legislature and to the public, and we desire to say that we have nothing to which we are unwilling that the strictest scrutiny should be applied.

Having said thus much upon what we consider as the legal and fair view of the case, we will further suggest such considerations as have occurred to us in looking at the matter in the fairest aspect for the petitioners.

So far as we are informed, this is the only line of railroad in the world, that is limited by law to the transportation of passengers. By means of the prohibition upon the Utica and Schenectady railroad, no portion of the line can successfully enter into the transportation of property, except in the winter, which is the most expensive and difficult part of the year in which to do that business. We are thus cut off from the participation in that which, on all other railroads, is an important business. The receipt for freight on many railroads in New England, are about as important as from passengers. It is to them, and to all roads, so important as to enable them to transport passengers at a lower rate than they otherwise could do.

The imperfect and unfinished nature of this line of railroad is obvious, and this consideration ought to influence our fellow-citizens to exertion, in our aid, rather than ruinous attacks upon our business and our credit. We consider that nothing is now more important than the thorough reconstruction of the railroad from Buffalo to Schenectady. The cost of iron to lay that part of it from Syracuse to Utica, at the present prices, will be at least \$400,000, and the other material necessary, and the labor, would make the whole cost of this section not less than half a million of dollars. Where is this amount to be derived? What is the inducement for incurring this great expense? Surely we may ask, is it today to satisfy that public convenience and comfort, which to-morrow may demand the sacrifice of all that has been added to the investment? This would follow if the petitioners speak the true public sentiment. We cannot believe that they do. On the other hand, there must be a just and liberal sentiment, which will induce a full examination of the whole matter.

When this is had, we fear not, that it will be found "to be matter of great importance that public confidence in these investments should be studiously and carefully preserved, to enable the companies to command new subscriptions, or favorable loans, if need be," for the reconstruction of the roads.

We have been nearly seven years engaged in the transportation of passengers, and in that time by the most careful examination of the business and a comparison of one year with another, have sought to find the point at which the interests of the company as well as of the passengers meet. We have no motive to charge any fare but that which will produce to the company a reasonable remuneration upon its capital. We should most cheerfully charge a low rate, if we were not conscious that it would not pay. It is to the interest of the company, as well as entirely conformable to the feelings and inclinations of the directors individually, to charge the lowest rate that will pay. In pursuance of this we have heretofore charged low fares, but the number of passengers was not materially increased. We have found that there were more passengers in 1839 and in 1841 than there have been since. There is a strong competition with us upon the canal; and to all those who do not value their time that is a favorite mode of travelling. There are several routes through the southern and middle states that compete with us for the western travel. The Erie railroad soon to be in operation is still further to divide our business. All these matters are very carefully considered by us. We have endeavored to ascertain what the whole amount of the travel is, and how far our numbers can be increased by any reduction. The whole through and way travel is equal to about ninety thousand passengers over our road in the year. A reduction of 75 cents would be a diminution of an aggregate of near \$70,000. There are about twenty thousand through passengers upon the packet boats, and if we could get all these by the reduction, their fare would be less than thirty thou-

sand dollars. Thus we should lose 70 and gain 30. This is four per cent. upon our capital; and of course would sink its value, and place a renewal of the road beyond hope. But it would be as impossible to get a moiety of this twenty thousand passengers as it has been heretofore. The people by the construction of the canal, furnish the main capital for the packet boats to do business upon, and they can reduce easier than we can. The whole cost of a line of packets is a small matter, and the moment that we attempt to draw off their business by a low price, they can go so much lower, as instead, to draw from us. The capital invested is so unequal that the controversy is ruinous to us.

Our experience in this question is precisely like that upon all other roads with which we are acquainted. The railroads in this country are divided into two classes. One of them furnishes a dividend to the proprietors, the other does not. We think it will be found that the largest number are in the last class. The stocks of these furnish the aliment for gambling speculation, and their main value consists, not in the fact, that they produce anything to the proprietors, but that they may be sold again perhaps at an advance, if speculation is rife. It will be easy to enumerate many of this class. It is almost uniformly the case that it is the non-paying railroads, upon which the low fares are charged.

We are not aware of the existence of any railroad which is confined to the passage business, that pays a dividend on a low fare. So far, we believe, all experience is the same as we have learned. All the fares in Europe [except in Belgium] so far as we are informed, are considerably higher than ours. In Belgium the railroads are all owned by the government. It is one of the most densely populated countries in the world. We have the authority of one of the reviews that the annual charge upon the government on account of the railroads is a little over four and a half per cent. while the income is only about two and seven-tenths per cent. on the cost, leaving an annual loss to the government of £100,000, or half a million of dollars. The first class fare there is two cents per mile per passenger, and the second class is one and half cents. We may ask where is the experience or the example to the contrary of this. We believe there is none to be found. Certainly there no general rule to uphold the grounds assumed by the petitioners.

We desire to cite one other instance of the policy of the country in which the railway system has advanced farther than in any other.

"An act was passed by the British parliament August 8, 1844, authorizing the lords of the treasury at anytime after twenty-one years from the incorporation of any new company to reduce the scale of tolls of any such company, provided the divisible profits shall exceed ten per cent. on an average, for the last three years; guarantying to the company at least ten per cent. profits: the fare thus fixed, to remain twenty-one years. They are also authorized to purchase the road and its property, after twenty-one years, on paying a sum equal to twenty-five years divisible profits, to be estimated in like manner."

A similar provision has been adopted in Massachusetts.

The passage fare of this company has never been above about three and three-quarter cents per mile, and we maintain that when all circumstance are considered, that is a reasonable fare. It has never produced extraordinary profits. A table appended to the annual report of this company, made to the secretary of state, a copy of which is hereto annexed, shows the receipts from all sources each year, and the payments made. This company, some years back, fixed the dividends at eight per cent. annually. They have neither the expectation that they can increase the amount, or the disposition to attempt it, because they know how much is required to keep up this work. The time, the fatigue, and the expenses of living, which are saved to the passengers, should all be taken into the account, when estimating the fare that he pays.

There is one further suggestion which we desire to make, and the force of which may very soon become more apparent than at present. It is by no means impossible that in less time from this day than has occurred since the first railway was opened in our country, the present motive power may be wholly dispensed with, and the atmospheric system substituted. Many of the most distinguished men in

England have adopted it, and have given their opinions that it will supercede the present system.

Some of the petitioners ask for the appointment of a commissioner to control our operations, and to direct the course of our business. We think that there are many strong objections to such a measure. The very fact of such an appointment raises the inference that he is to differ with us in policy. Who would be most likely to be right? An officer who has everything to learn, who cannot have the motives for careful investigation that we have, who must to some extent have a political bias, who may be influenced by the interests of some locality, or some machinists or manufacturers; or, the directors and officers of a company, familiar with the wants and interests of the various sections, where they reside, fitted by their experience to manage their business, having a deep stake in the success of their enterprise, familiar with their machinery, their grades, their railway.

If they differ, would not the directors be much the most likely to be right? Certainly such an officer would be fortunate if he was at once better fitted to control a business than men who had been many years engaged in it.

We believe that government management of railways, has not been successful in this country. It has been distinguished for its favoritism, for its improvident expenses, for the fluctuating policy resulting from political change, and generally it has been so unsuccessful as to induce the proposition for the government to sell out the railroads and quit a business for which it is so obviously unfitted.

JOHN WILKINSON, Pres't.

V. A. SMITH, Secretary.
Dated Syracuse, February 9, 1846.

Correspondents will oblige us by sending in their communications by Tuesday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Saturday, March 7, 1846.

ONE DAY TOO MUCH.

According to our last number February had twenty-nine days. This differs from the almanac makers, who allow but twenty-eight days in that month this year—and we believe they are right.

RAILWAY TRAFFIC IN GREAT BRITAIN.

In our last we promised an interesting tabular statement of four years' business on the British railroads; and it is in type, but deferred for want of room. It will be given next week. It will be found quite interesting, showing the gradual but regular extension of railways, and increase and fluctuations of the traffic, each month, during the four years.

RAILROAD IRON.

The attention of the purchasers of railroad iron is invited to the advertisement of Messrs. Davis and Brooks, inserted to-day.

RAILROAD IRON. 500 TONS HEAVY
T Rails, of an approved pattern, expected to arrive here during March, or early in April.

Apply to DAVIS, BROOKS & CO.
March 5, if 30 Wall street.

ENGINEERS' AND SURVEYORS' INSTRUMENTS.

The attention of our professional readers, and railroad companies, is invited to the advertisement of Mr. Draper, mathematical instrument maker, of Philadelphia, which appears in our columns to-day.



ENGINEERS' AND SURVEYORS' INSTRUMENTS MADE BY EDMUND DRAPER, Surviving partner of STANCLIFFE & DRAPER.
No 23 Pear street, near Third, below Walnut, Philadelphia.

AMERICAN RAILROAD IRON. THE WAY IT WORKS.

We have before referred to this new establishment for making railroad iron; and we would now ask the attention of railroad companies to it, as it is to be in operation in April, and Mr. Cooper is now ready to take contracts for delivery after 1st of July next. We shall be gratified to learn that he has more applications than he can supply, and thus induce others to engage in the business.

RAILROAD IRON.—The subscriber having taken contracts for all the Railroad Iron he can manufacture at his Iron Works at Trenton, until July next, will gladly receive orders for any quantity to be delivered after that time, not exceeding thirty tons per day. Also has on hand and will make to order Bar Iron, Braziers' Rods, Wire Rods and Iron Wires of all sizes, warranted of the best quality. Also manufactures and has on hand Refined American Isinglass, warranted equal in strength to the Russian. Also on hand a constant supply of Glue, Neats' Oil, &c. &c.

PETER COOPER, 17 Burling Slip.
New York, January 23d, 1846. 1y 10

Reports.

Those obliging friends, who have furnished us with copies of the "annual railroad reports of the state of Massachusetts," and of the "Reading railroad company," for 1845, will please accept of our thanks.

The Legislature and the Railroads of N.Y.

In our last number we promised to give large extracts from the "REMONSTRANCE of the Syracuse and Utica railroad company against the bill to reduce their fare, and the appointment of a commissioner;" but on reading it again with care, we cannot find a superfluous paragraph, nor a page of it which is not directly to the point, and therefore essential to the connection of the argument in defence of the rights of the company.

It is well said in the 2d paragraph that the report made to the legislature on the 15th April, 1845, "was regarded as an able exposition of the relative rights of these companies and the legislature"—and they may well say that "we did suppose that the examination then given to the subject had put it at rest, and that there would as soon be a proposition to sully the reputation of the state, by violating its faith to those who held its obligation to pay, as in this way to prostrate the value of our property and to paralyze this kind of improvement."

The charter of the Syracuse and Utica company authorises them to charge four cents a mile for passengers, and to carry freight, during the close of navigation on the canal, without paying canal tolls—yet they are now required, by a law passed a year or two since, authorising the Utica and Schenectady company—which was before prohibited even in winter—to carry freight, to pay canal tolls to the state; and now it is proposed to reduce their fares

from three and three quarter cents—not 4 cents as they are allowed to charge—to two cents, 34 mills per mile—thus placing them in the predicament of the man who attempted to fill a cask set on end, by pouring in at the spigot, from which, when nearly filled, a wag, or a legislature, we are not sure which—slyly removed the bung, and thus, with his best efforts, he not only could not fill the cask, but the discharge was actually greater than the supply—so will it be with those companies, under the proposition to reduce their fares, unless they are allowed to enter fully and unrestrictedly into the transportation of freight; and even then the legislature cannot with justice reduce their rates of fare below what is specified in their charters.

The remonstrance says, "we have heretofore submitted to what we regarded as a clear violation of our rights, in the statute which imposes tolls upon the transportation of property over our road during the suspension of navigation. The right to carry property without tolls in the winter, was distinctly tendered as one of the powers of the corporation. We have thus submitted, under the hope that a further power to destroy our property would not be assisted."

We would like to give a running comment upon this well reasoned Remonstrance, but there are two, among many, reasons, which just now must serve as our apology for omitting much of what we designed and desire to say—viz., a want of space, and of strength. We will therefore simply say to those interested in such matters, and especially to those called to act upon this question, read this document with care, and then look well to the subject, that a more serious obstacle is not thrown in the way of railroad improvements, in this state, by unwise legislation, than it has heretofore had to contend with, in all countries, from want of experience.

The railroad system has had heretofore to encounter the most formidable obstacles in a universal absence of practical knowledge in relation to it. Millions upon millions have been spent in acquiring the rudiments of this important science—and we are now only beginning to understand it. It is the duty of legislatures, therefore, to foster and protect those who have risked their capital, and devoted their best energies, to the development of the capabilities of this new science—or system—for promoting the intelligence, the happiness, and the interest of man, in all their just—and certainly in all their granted—rights, and especially those rights, the granting of which was the main inducement to invest their capital.

We cannot omit however to call attention to the 8th and 9th paragraphs.

"If the power is possessed by the legislature to reduce our fare" say the remonstrants, "where is it to stop?" The legislature possesses the power to take the roads, after ten, and within fifteen years from completion, by paying cost and ten per cent. per annum, deducting dividends, from the completion, but it certainly has not the right to render the property not only not worth taking, but also not worth keeping by those who have it in possession; which would be the case if every citizen has a right to require the company to carry him over the road for less than cost. If this constant interference is to be persisted in, and the companies are to be, not only cropped on the right ear, for the benefit of the public, which has contributed about one penny to the success of railroads where they have derived dollars of advantage in the economy and comfort of travelling, including the saving of time and money and in the increased value of property, but also on the left ear, at the re-

quest of a few of the people, who would require others to serve them without a fair equivalent, it is proper that the state should take and pay for the roads, as authorized in their charters, or guarantee to the companies 10, or even 8 per cent. per annum, and thus enable them to re-construct their roads in a permanent manner, and test the correctness of the opinions of those who are so wise when the loss, if any, is to fall on others and the certain gain theirs. One year's experience of managing these railroads by the state, would satisfy at least a portion of those who complain, those residing in the state who pay taxes, if not those whose contributions to the public burdens, and the support of public institutions, consist in finding fault with those who sustain the government and to construct the public works; and in attempts to obtain by legislation what they do not earn by honest industry, or pay a fair equivalent for.

While writing the foregoing we have received a copy of the remonstrance, of the Tonawanda railroad company, to the same measure as that of the Syracuse and Utica company.

The charter for that road was the second granted on this line, and contained no restrictions upon charges either of passengers or freight. The only reservation was that the state might take the road on paying its cost and fourteen per cent. per annum, after deducting dividends! Does not this show conclusively the views of the legislature in 1832 and their desire to induce the people to construct railroads? And even those liberal offers enabled the company to complete only a part of their road from Rochester to Batavia, 32 miles, during the first five years. And they were not able to complete it until January 1843, or eleven years from the granting of the charter containing these liberal provisions, to construct 43 miles of road! And we much doubt whether it has yet paid 2 per cent. per annum; indeed we do not find in our table that it ever paid a dividend until 1844, but we cannot vouch for the accuracy of the table in respect of the roads composing this line, as they have not generally, and some of them never yet, furnished us with their annual reports. This may answer their purpose well enough, though not ours, but it certainly gives them little claim to our columns, when the day of trial comes; and enables us to be less efficient than we might be with all the reports before us, yet the principle claims, and shall have our best efforts, and we shall be as much gratified as any one can be if they avail ought of good in the present struggle of right against avarice, prejudice and ignorance.

We learn from this remonstrance that 9 per cent. has been divided previous to 1845, viz: 1840 July 1, 3½ per cent.; 1841 January 1, 3 per cent.; 1842 Jan. 1, 2½ per cent.

We give annexed a tabular statement, showing in detail, though not as full as we could wish, the receipts and expenditures of the Syracuse and Utica company for seven years and one less perfect as it does not give the different items of receipts of the Utica and Schenectady road for ten years not having all the reports we cannot fill all the blanks yet we give enough to show that the proposed reduction of the fare between Schenectady and Utica from 3, to \$1.50; and the reduction between Utica and Syracuse from \$2, to \$1.25, will reduce their receipts to an extent which will prevent them from making anything like a fair dividend upon the capital, and of course prevent them from completing the reconstructing their roads, a work in which they are now engaged.

We also give an exceedingly valuable table for which we are indebted to some unknown friend,

showing the length, cost and business operation, of all the Massachusetts railroads for the year 1845. By referring to this table it will be seen that nearly one half of receipts, viz: \$1,471,255. out of \$3,325,218. was for freight, of course this and this only has enabled them to carry passengers at lower rates, and to make reasonable dividends.

Syracuse & Utica and Utica & Schenectady Railroads.

The following table shows the cost of these two roads at different periods; and the annual receipts, cost of permanent improvements, working expenses and repairs, total expenditures, and net profits—the first for seven, and the second for ten years.

Year.	Names of Roads.	Length in miles.	Cost of Road and Machinery.	Receipts from passengers.	Receipts from freight.	Receipts from mails & telegrams.	Receipts from other sources.	Total receipts.	Construction or permanent improvements.	Repairs and working road.	Total expenditures.	Net receipts.	No. of miles run.
1839	Syracuse and Utica.	53	\$914,389 42	\$122,185 29	\$1,636 29	\$4,726 63	...	\$128,538 21	\$25,393 45	\$34,438 02	\$59,831 47	\$22,353 82	...
1840	"	"	"	178,509 57	2,311 16	6,343 95	...	187,164 68	44,285 71	66,526 65	\$110,822 36	84,060 32	...
1841	"	"	"	190,829 32	2,311 16	6,343 95	...	199,484 43	45,928 00	66,696 22	\$109,624 22	89,889 51	...
1842	"	"	"	155,224 95	1,620 01	12,690 31	...	169,435 27	38,896 94	59,970 50	\$98,867 44	70,567 83	...
1843	"	"	"	147,353 40	2,119 82	14,313 86	...	163,786 08	7,413 31	66,796 44	\$74,209 75	89,576 33	...
1844	"	"	"	181,647 34	3,457 09	9,576 99	...	194,681 42	3 678 42	80,824 53	\$116,502 95	78,178 47	...
1845	"	"	"	182,485 78	12,947 50	9,907 95	...	204,340 23	975 00	140,294 59	\$151,269 59	63,070 64	...
				\$1,108,234 05	\$24,121 87	\$66,457 99	...	\$1,248,814 51	\$195,570 83	\$515,546 95	\$711,117 76	\$537,696 73	...
1836	Utica & Schenectady.	78	1,470,323 47	297,176 87	...	20,000 00	...	317,176 87	...	33,498 00	\$33,498 00	143,048 00	...
1837	"	"	1,891,367 87	319,332 73	...	18,376 00	...	337,708 73	760 00	124,384 00	\$124,384 00	192,794 00	...
1838	"	"	"	...	...	...	...	...	...	125,912 00	\$125,912 00	211,036 00	...
1839	"	"	"	...	...	...	...	...	...	131,584 00	\$131,584 00	290,798 00	...
1840	"	"	"	...	...	...	...	...	...	137,920 00	\$137,920 00	197,389 00	...
1841	"	"	"	...	...	...	...	...	...	156,632 00	\$156,632 00	187,617 00	...
1842	"	"	"	...	...	...	...	...	...	154,424 00	\$154,424 00	99,672 00	...
1843	"	"	"	...	...	...	...	...	...	133,759 00	\$133,759 00	137,836 00	...
1844	"	"	"	...	...	...	...	...	...	132,839 00	\$132,839 00	206,901 00	...
1845	"	"	"	306,278 75	9,402 27	68,710 57	...	384,393 00	44,651 00	147,557 00	\$177,490 00	273,732 00	...
				358,810 11	41,769 73	41,549 32	...	442,129 00	20,841 00	1,277,809 00	\$1,667,314 00	\$1,870,823 00	...

Canadian Railroads.

The following extracts from a letter just received, will be perused with interest. We can confidently assert that the writer is well acquainted with the subject of which he treats, and we would commend them to the notice of some of our London exchanges who appear to entirely overlook Canadian railways, leaving them, (we presume) to us.

"The Hamilton Gazette of the 19th Feb. contains nearly two pages of communications on the Great Western, and Toronto and Lake Huron railways, the latter having attacked the former unfairly, as they consider. But the point to which I would draw your attention, is the inimitable coolness (a stronger term would be more correct) with which the 'Governor' of the Canada (land) company speculates—and with apparent success too—on the ignorance of his hearers, as regards all matters relating to the American western travel. The 'Governor,' representing the Toronto and lake Huron railroad company, considers it 'essentially necessary' that the railway should form a route open throughout the year, and also secure the trade and travel of lake Erie to the upper lakes. This he very properly gives as the first and great object of a railway across the peninsula, and then proposes an union of the two companies. This failing, the 'Governor' subsequently announces that the 'directors of the Toronto company will proceed steadily with their own enterprise.' That company, he says, offered to coalesce with the Great Western, in order to prevent the injurious effects of competing lines!—thus leading the British public to believe that these two works are rivals for the same business, and smuggling the Toronto road into a degree of importance immeasurably beyond its deserts.

"As regards the business of the country, a line from Toronto, to Goderich, on lake Huron, will not in any way interfere with the way-business of the Great Western, which, it may be observed in passing, is and must always be very many times greater than the Toronto road. With reference to the American travel, that large and constantly increasing portion which takes the line of railway from Albany to Buffalo, will, of course, never go via Toronto. There remains, then, the western travel, Canadian as well as American, via lake Ontario. Now, the Toronto line offers no inducement whatever to travellers to Detroit, Chicago, Milwaukee, and the country to the westward, though it would form a good route to Mackinaw and Green Bay, if they had a line of powerful and expensive steamers at Goderich, to run in connection with the railroad. I am unable to state the relative amount of business on these two routes; it would be underrating the traffic via Detroit, to assume it as twenty times greater than that to Mackinaw and Green Bay; but this is of little consequence, as the Toronto road would not ever secure that trifling business, because it is altogether too small to furnish employment to a line even of small steamers from Goderich,

and because that place lies out of the track of the American steamboats. Indeed, the regularity, speed and comfort of the large American boats from Detroit, would make the route via Hamilton and Detroit preferable to that via Toronto and Goderich, so that the latter line would, practically speaking, be thrown entirely on its way-business, which cannot be expected to pay expenses for some years to come.

"The 'Governor' does not assert that any considerable amount of business exists on the line of the Toronto road; but, knowing well the dread with which British capitalists regard competing lines, he very adroitly gives his own line a degree of respectability it can never attain and at the same time degrades the Great Western proportionally by placing them before the public as competing lines. It is to be sincerely hoped that this charlatanry, clever as it may be, will not lead British capitalists to run blindfold into a ruinous undertaking. If the first great railway constructed in the Province shall fail to yield a fair return to the stockholders in England, the most disastrous effects must result to the interests of the country generally, hence the early introduction of the railway system into Canada hinges mainly on the success which shall attend the first works completed.

"Amalgamation is the order of the day in England. The 'Governor' could by no other means have raised the Toronto road so high as by elevating it to the dignity of a rival of the Great Western; and by no other means could he do so much towards insuring its construction as by amalgamation with the Great Western. The former position is indignantly repelled by the president of that company, and the latter proposal was declined by the directors. The reader will perhaps ask how the two lines could amalgamate; it is beyond my power to answer that question, but the proposal was in plain English this, on the strength of the income from the American travel, i. e. on the credit of the Great Western—to divert that work somewhat from its natural route, and to construct above a hundred miles of additional railway for the benefit of the Canada company. By this modest proposal, the Great Western is not only to be saddled with the construction and maintenance of a hundred miles of railroad, but it is to be most seriously crippled in its ability to compete for the American travel, the very life-blood of the project. It appears to me that the Great Western company were wrong in ever entertaining any proposition to unite the two lines, to do which, without sacrificing the interests of their work, may be considered physically impossible. Such at least is my view of the case, and it is at your service."

The following extract from a letter dated Feb. 3d, informs us that within "another eight weeks the Croydon Atmospheric railway for eight miles will be in full operation; and in June next, when the Epsom races will come off, the whole road for 20

miles will be in use, when several hundred thousand people will travel on it during the four days the races continue, by which the value of the system will be tested. So also in the spring, that portion of the South Devon nearest Plymouth will be in operation; and also the St. Germain railway, with Hallett's new [lip] valve, will be in use near Paris.

"We all expect England will have a new lease of life given to her by the admirable free trade policy of Sir Robert Peel, who is the boldest, and most successful statesman and minister this country has had for an hundred years. Although money is high, owing to the railway deposits, [being 5 per cent. for discounts of short paper] yet everything is flourishing.

"Iron for American railroads, which are satisfied to put down a lower quality than is used on English railways, can be had for £11 10s to £12 per ton, free on board in Wales; though good No. 4 Welsh iron has been contracted for by the Great Western railway company as high as £13 5s. per ton, to be payable by sliding scale according to price of merchant bars during month of delivery."

This will be more encouraging to iron makers than to railroad companies. Its effects, however, will be to insure an abundant supply in this country of good American, rather than poor English, iron; and we again urge upon American capitalists the importance and the safety of an early investment in the manufacture of iron. We feel quite well satisfied that we must rely upon our own resources, mainly, for railroad iron during the next two or three years, unless extensive new works are erected this year in England and Wales, as the present session of parliament will charter at least 2,500 miles of new road, and probably over 3,000 miles.

Election of Directors of the Western R. R.

We learn from the Hartford Courant that at the late annual meeting of the stockholders of the Western railroad, the following gentlemen were chosen directors for the ensuing year, by nearly a unanimous vote, viz: Addison Gilmore, Josiah Stickney, Jonathan Chapman, and Stephen Fairbanks, of Boston, and John Howard of Springfield. All the members of the late board declined a re-election except Mr. Stickney. Messrs. Dwight, of Boston, and Howland, of New Bedford, state directors, remain in office another year. On Thursday, the legislature re-elected Robert Campbell of Pittsfield, and James Russell of West Cambridge. Addison Gilmore was elected president by an unanimous vote of the board, says the Boston Courier, and the difficulties between the Western and Worcester railroads have been adjusted, by the influence and tact of this gentleman, in a manner highly satisfactory to both corporations. We are well pleased to learn this important fact. It speaks well for the new board, and we trust they will now carry out the recommendation of their predecessors, as far as the best interest of the stockholders will be promoted thereby. On the subject of reducing the fares, the old board in their report to the stockholders, say:

"After weighing maturely all these considerations, the undersigned have unanimously arrived at the conclusion, that a moderate reduction of the passenger fares, both through and way, is advisable for the present season."

The following, from the Boston Daily Advertiser, in relation to the settlement between the two companies, is of course authentic, as the editor of the Advertiser is president of the Worcester company. Of the equity of this agreement, under present circumstances—that is, while there are two dis-

tinct corporations—we need not express an opinion, inasmuch as it is the result of an amicable arrangement between the parties; and we presume they have both conceded somewhat of former claims to bring it about; but we do not hesitate to say that we much regret that the late negotiation for a union of the two companies had not resulted as favorably. We trust it will yet be effected, as it cannot, we think, be doubted but that it would promote the interest of both the shareholders and the public. The following is the agreement alluded to:

Agreement between the Worcester and Western railroad corporations.—The agreement is on the basis, that the income derived from the transportation of passengers and merchandize, over the line formed by the two roads, shall be done as heretofore, in cars running through, each corporation either furnishing its proportion of cars, or paying an equivalent. The income, both from passengers and merchandize, is divided between the two corporations, by making, in the first place, on each a stipulated allowance from the Boston and Worcester corporation to the Western, for the greater cost of road and expenses of working, in proportion to the amount of transportation; and dividing the residue between the two corporations, in proportion to the distance of transportation on their respective roads. On the same ground, of greater expense of transportation on the Western road, the Worcester corporation agrees to defray the expenses of loading, unloading, collection and other local charges, on this end of the line, as an offset to like expenses defrayed by the Western corporation on their part of the line, although the receipts of the latter, from the joint freight, are two or three times the amount of those of the former.

The effect of the principle of division, as applied, is to give of the first class passenger fare, as regulated for the present, to the Worcester road for a distance of 44½ miles, \$1; and to the Western road, on a distance of 156 miles, from Worcester to Albany, \$4; and on way passengers a rate not exceeding 3 cents a mile, in addition to 25 cents allowed on the Worcester road.

On the freight, which is graduated, as is well known, at extremely low rates, and consequently gives a very low rate of profit, an allowance is made to the Western road, beyond a pro rata division, of 10 cents a ton, deducted from the share of the Worcester road, on all freight conveyed to or from places beyond Springfield. The Boston and Worcester corporation agrees to pay to the Western \$2,000 per annum, on account of the ferry boat between Albany and Greenbush. There are various other stipulations of minor importance.

Canals in England.

The following statement shows that railways have not yet destroyed all the canals in the kingdom, even if some few have yielded. Here are 36 canals, paying from 2 to 98 per cent. per annum, on their cost, and averaging 22 per cent. We should like exceedingly to obtain the dimensions of them—that is, their length, width, and depth of water, number, and size of locks, cost, character, and amount of traffic, etc. Can and will any of the readers of the Journal furnish us with them?

Value of Canals as Joint-Stock Property.—Joint-stock companies have, within the last half century, increased to an almost incalculable extent, and are still increasing, and have in a social and commercial point of view, been the means of producing the majority of those gigantic works, and noble institutions, which render this favored island the wonder and admiration of the world. Among the very numerous undertakings which have been carried out by these bodies, which private wealth never could have accomplished, and to many of which government most probably would never have lent its aid, some few have proved a certain loss to the proprietors, some have paid a moderate interest on the capital, others have proved a source of revenue far above the commonly rated value of property, and a few have returned an enormous amount of interest; the principal among this latter description is canal property, on which large fortunes have been raised, and as these are likely now to be greatly interfered with, if not annihilated, by the construction of railroads, we have collected some particulars of their present position, to place before our readers, as a matter of reference at a future time, when it is not improbable that canals, like all other sublimary matters, will be only noticed as among the things that were. The following table will show their relative value:—

Canals.	Price per share.	Div'd. per annum.	Pr. cent. per annum.
Loughborough	£143	£140	£98
Leeds and Liverpool	100	68	68
Erewash	100	64	64
Oxford	100	60	60
Coventry	100	50	50
Neath	100	40	40
Stafford and Worcester	140	56	40
Cromford	100	28	28
Shrewsbury	125	30	24
Birmingham	35	8	23
Monmouthshire	100	20	20
Melton Mowbray	100	20	20
Warwick and Birmingham	100	18	18
Warwick and Napton	100	16	16
Grantham	150	12	18
Derby	100	16	16
Glamorganshire	172	27	15
Barnsley	160	24	15
Leicester	140	20	14
Grand Junction	100	14	14
Stourbridge	145	40	14
Ashton and Oldham	98	10	10
Leicester and Northampton	83	8	10
Montgomeryshire	100	10	10
Somerset coal	150	15	10
Severn and Wye	27	2	10
Worcester and Birmingham	78	8	10
Rochdale	85	8	9
Peak Forest	78	6	8
Ashby-de-la-Zouch	113	8	7
Brecknock and Abergavenny	150	10	6
Ellesmere and Chester	133	8	6
Regent's [London]	33	2	6
Somerset Coal Lock Fnd Stock	12	1	6
Wilts and Berks	67	2	3
Kennet and Avon	40	1	2

Thus it will be seen that, with the exception of two, there is not one out of thirty-six canals, but what has paid from 6 to 10 per cent., while the others have ranged from that figure to 20, 30, 60, and one even to 98 per cent.—an average of return unprecedented in joint stock undertakings—(excepting perhaps a few of the earlier assurance companies)—whether railways, banks, docks, or others, average about 22 per cent.

London and Birmingham Railway.— Reduction of Fares.

The following extract from Herapath's Journal of January 24, shows what may be done in the way of reducing fares on a well located and well constructed railroad, when it has been put in complete working condition.

The London and Birmingham railway proper is 112½ miles long and it has 63½ miles of branches.—The total cost for the whole is put down at 6,997,065*l*. The company was allowed to fix its own rates of fare and freight. In August, 1844, the rates of fare and time were as follows, viz:

Special train.	Miles.	Hours.	s. d.	Now.	s. d.
1st class	112½	4½	32	6	1846.....25
2d "	112½	4½	25		1846.....14
Regular train					
1st "	112½	5	30		1846.....20
2d "	112½	5	20		1846.....14
3d "	112½	5	12	6	1846.....9 5

or 1d. per mile. And for day tickets, that is from London to Birmingham and return same day, 26*s*. 6d. in first class instead of 60*s*., as in 1844, thus saving 33*s*. 6d., and 18*s*. 6d. in second class, instead of 40*s*. as before. The average saving in time upon the nine through trips—exclusive of the express train through in three hours—is 412.3 minutes. Thus it will be seen that both in time and price very important improvements for the public, have been made during the past two years—and they have been accomplished without legislation—not however until their road had been completed in the most thorough manner and stocked with an ample supply of the best machinery, and their managers, agents, and servants had all learned their duties. The most perfect equipment and thorough experience, and an immense merchandize as well as passenger traffic, has enabled them to reduce their rates for passengers, more than 40 per cent. on the average, and the time near 20 per cent.—but does anyone suppose they could have done this if they had been attacked by parliament, and their rates reduced before their road was completed and equipped and confidence established in the value of their stock? Certainly not, and more especially not, if they had been denied the privilege of carrying freight, or had been charged a heavy toll by government, in addition to a fair rate of freight for transportation; nor can the railroads in this state, under present restrictions; but give them the privilege of carrying freight, and thus enable them to lay down heavy iron, and for first rate roads, and then, if they do not reduce their rates and increase their speed, to promote their own interest, we will admit that they possess less sagacity than we give them credit for.

Herapath says, and says truly that—

"The public are very prone to forget benefits, though it is to be remarked they have generally an extremely retentive memory for grievances. The little failings not unfrequently show themselves in the event of accidents and delays, which are continually being harped upon, and in the case of reduction of fares and increase of speeds, and other benefits of which the public reap the advantage, pass scarcely acknowledged or even noticed. It is but right therefore to call public attention now and then to the debit side of the account, and we are satisfied that all just dealing and conscientious persons will not feel disobliged by us for so doing.

The London and Birmingham company occupies the first position among railways.—It possesses, if the public will so call it, the greatest monopoly of all the companies.—

Its conduct therefore should be watched with the first degree of attention, and from its actions we are justified in forming an idea of the nature and propensities of what has been styled the "great railway monopoly." If we find this, the most powerful and the most independent company, to be liberally inclined towards the public, studiously endeavoring on every occasion that presents itself to increase accommodation to the public, acting upon the principle that the public reciprocate benefits, we trust it is not too much to assume that that monopoly has been greatly scandalized.

The above company, we may say, has possessed for years, now possesses, and whatever may turn up in the present session of parliament, must possess for years to come, the sole right of way from London to Birmingham. It has had within itself the power to treat the public as it willed, harshly or leniently, to exact or to remit. What course has it pursued during the last few years?—Uniformly, that which appears to be liberal. As the company became wealthy, large portions of its wealth have been distributed back to the public in spontaneous reductions in the fares; as dividends and prosperity increased, fares have been reduced. These reductions we find have not been made at once, but progressively, time upon time; nor have they been made with the view of increasing the traffic and the receipts (though that has been the result,) but confessedly, and before the result could be known, for the object of giving a boon to the public; nor was it a liberality forced by policy, to prevent competing schemes coming into the field, since it was begun long before anything of the kind was thought of.

Our readers will perceive by the following facts that the above statements are well founded. The published time-bills of the Company for August, 1844, show that the two first-class fares from London to Birmingham (the highest being for special train) were 32*s*. 6d. and 30*s*. Now, turning to the present time-bills, for 1846, we find these first-class fares respectively, 25*s*. and 20*s*. Therefore they have been reduced since 1844, in the one case to the extent of 7*s*. 6d.; and in the other to as much as 10*s*. In the latter case, which is the ordinary first-class—in fact the first class—the reduction amounts to one-third of the old fare, or to about 33 per cent. But by the introduction of the system of day-tickets, the reduction actually effected is still greater—it amounts to more than half the old fare. The Birmingham company commenced the day-ticket system in Jan., 1845, having been now therefore a year in operation. In 1844, it cost a traveller to go to Birmingham and back by the first-class, 60*s*.; he can now go by the same class there and back for 26*s*. 6d.—saving no less than 33*s*. 6d.; an abatement which is, as we have said, more, much more than half of the fare charged in 1844. Why, this shows the old fare to have been greater than the new to the extent of 126 per cent., or more than two-and-a-quarter times the present charge!

Again, with regard to the second and third-class fares, the same heavy, and—unless we confined ourselves to the facts before us, it would seem almost incredible—reductions have been made. The two old, 1844, second-class fares were 25*s*. and 20*s*., while the new, reduced to one price, is 14*s*.; hence there has here been

a remittance to the public in the fare from London to Birmingham, by second-class, equivalent to 8s. 6d.: by the day-ticket it amounts to 9s. 3d. So that here, as in the first-class fares, the cost formerly of traveling to Birmingham and back by the London and Birmingham railway was more than double of what it is now—in 1844 the cheapest second-class passage to Birmingham and back was 40s., while now it is 18s. 6d.

We beg our readers to bear in mind that we are not romancing, but stating the facts as we find them in the Companies' published time-tables.

Thus far with respect to the behaviour of the first of railway companies to the public in point of charges. On that subject, we think we have shown that a truly liberal, and we may add wise, spirit has dictated its proceedings. It has, it would seem, been equally attentive to the public accommodation in conducting the business. The average time now occupied in making the journey to Birmingham is at least 20 per cent. less than what it was in 1843.—We extract the following from the official Time-tables.

	In 1843 Time. hours.	1845. Time hours.	Saving. hours.
By 6 o'clock, a. m.,			
down train,	5	4 1-2	1-2
7 ditto (2nd. class)	8 1-2	7 1-2	1
7 1-2 ditto	5 1-2	5	1-2
8 1-2 ditto	5 1-4	4 1-4	1
10 ditto (day mail)	4 1-2	3 1-2	1
11 ditto	5 1-4	4 3-4	1-2
12 1-2 ditto, p. m.	5 1-2	5	1-2
Express.	none	3	
5 o'clock, p. m.	5	4 1-	2 1-2
8 1-2 ditto.	5	4 1-2	3-4

This gives an average of about three-quarters of an hour saved on each journey from London to Birmingham. A remark upon the importance of this is needless. There is also now a special train which performs the journey in three hours, while formerly there was none.

We confess, though it has cost us some pains to collect the facts, it has afforded us considerable pleasure and pride in pointing out the liberal and wise principle on which our railways are conducted. A sense of justice requires that facts like these should be known.

Railroad from Jeffersonville to Columbus, Indiana.

This road is designed to extend from the Ohio river at Jeffersonville, Ia., opposite Louisville, Ky., to Columbus, about 70 miles, where it is to connect with the Madison and Indianapolis railroad, and thus divide the business of that road. It appears to us that a better policy would be to bear further westward to Bloomington or Bloomfield, and thence to Terre Haute or Newport, or both on the Wabash.

A line of railroad in this direction it seems to us, without being familiar with the circumstances, would be more useful to the people of Indiana, and consequently more profitable to the stockholders, than by running into the Madison and Indianapolis road at Columbus.

It is important, in a new country like much of Indiana and Illinois, to commence works of this kind at proper points, and carry them in a direction to be extended, and to receive branches; and such would be the case with this road if it were made in the direction indicated by

us, and it would eventually be the main trunk of a long line with branches—whereas, by running into another road it must rely upon its way business and what it can draw by competition, and the superior advantages of its termination, if it have any, from the main line; unless it is designed to cross the other road and reach far up north and east towards, or quite to, Lake Erie. If this be the object in view, the case is quite different.

"We have read the charter of the Ohio and Indianapolis rail road company. The grant, says the Louisville Journal, is liberal, though the details may be voluminous and redundant, and though some provisions were introduced by the opponents of the work that will be inoperative for good or evil. The plenary powers of the charter and the importance of the work commend the subject to the prompt and efficient action of the citizens of Louisville and of the people of Indiana near the route thus opened to the market of Louisville and the South.

"The fine timber (the best ship and stave timber of the Ohio valley) along the line, some of it on the broken ground intervening between the Ohio and the branches of White river, now worthless, will at once become valuable and afford an inexhaustible supply to our industrious and enterprising mechanics. The granaries of Indiana in the valleys of White river and the Wabash will open to the depot of Louisville, and our city, already the cheapest and best supplier of groceries in the west, will find her field and range of business greatly enlarged by the ready and extensive market furnished her for the products and groceries of the south.

"It is unnecessary to enlarge upon the importance of this road. But about seventy miles long, and passing over a level country, it would connect the falls of the Ohio with almost every communication by land or water in the state of Indiana. It crosses white river, unites with the Madison rail road which will touch the Wabash at Lafayette, and intersects the national road. The Madison road will no doubt be extended to the lakes, and at Lafayette it will unite with roads running out into Illinois. It is certainly a most rare and fortunate circumstance that a city like this can by so small an expenditure multiply so vastly her connections with a region so fertile and extensive. The position of Louisville in regard to the trade of Indiana is much more favorable than that of Cincinnati in regard to Ohio. The greater part of the agricultural products of Ohio tend toward the eastern markets, but those of the greater part of Indiana will seek a southern market. But during a great part of the year in both states the canals are closed, and produce will be transported on the rail roads."

Tolls.—Pennsylvania Canal and Railroad.

The Pittsburg Gazette, of Feb. 17th, has the following in relation to the proceedings of the canal commissioners of that state. If such language were used in this region it would be by some deemed personal, or at least pointed.

The rates of tolls.—On the Pennsylvania state works are at last announced. They are not materially changed from those of last year. Dry goods of some descriptions, are reduced 12 c. 1 m. per 100 lbs. Dry goods, as shoes, hats, caps, etc. 2 c. 2m. " Leather, 7 c. 3m. " Drugs, medici's, liqu'rs, etc., 9 c. 4m. "

White lead is advanced! 2 1-2c per 100 lbs.
Queensware advanced!! 2 1-2c "
Copper & tin advanced!!! 2 1-2c "
Spanish whiting, bacon, butter,
Lard, cheese, lard oil, tallow,
all advanced, 1c "

Wool and rags destined to Baltimore are advanced 2 cents 6 mills per 100 lbs.

Other articles remain about as they were last year. The charge for motive power is reduced 1 mill per 1000 lbs. on the Columbia railroad, but to balance this the charge on empty cars is increased. All the discriminations in favor of Philadelphia and against Baltimore are retained.

It is difficult, in writing about this outrageous imposition upon the public, to preserve one's temper. It is so replete with an insolent exercise of power, so utterly disregardful of the wishes and interests of the mercantile community, so suicidal to the interests of the state, and exhibits such concentrated stupidity, we are at a loss to find language sufficiently pointed to condemn it. At this very moment we are in receipt of intelligence that the tolls on the Erie canal, in accordance with an announcement to that effect last fall, have been largely reduced. In the face of this movement by New York, our commissioners have reduced the tolls on a few items just so far as to do very little good, and increased them on others the least able to bear it!! We will endeavor to show to the public the utter injustice of this new scale of tolls, and the hostility of Wm. B. FOSTER, jr., and his colleagues, to the interests of our merchants and the state.

Bridges over the Ohio.

It would seem that the success of Pittsburg in bridging the limbs, has induced an effort to span the body, of this beautiful river. Even Kentucky has spoken on this subject, as will be seen by the following extract from the Pittsburg Gazette.

SOMETHING LIKE.—The west is beginning to look abroad to its interest. Wheeling asks for a bridge across the Ohio. The legislature of this state passes a bill urging our senators and representatives to press this matter before congress, and now the house (it will pass the senate) of representatives of Kentucky, have passed a similar resolution. We like to see the western states looking thus to important interests. It augurs well for their hearty union upon all great western measures of a national character.

The resolutions passed by the Kentucky house of representatives, introduced by Gen. L. Coombs, are as follows:

Resolved unanimously by the house of representatives of the commonwealth of Kentucky, That the congress of the United States be respectfully requested to make such appropriation as may be sufficient to erect a wire-suspension bridge across the Ohio river, connecting the national road in Virginia with that in Ohio, so as not to impede navigation, but to facilitate the transportation of the mails.

Resolved, That the governor be, and he is hereby requested, to transmit a copy of the foregoing resolution to each of our senators, and representatives in congress.

Mississippi Railroad.

Vicksburg, Jan. 20, 1846.

Knowing that many in your city were formerly largely interested in commercial and railroad bank of Vicksburg stock, I am happy to state that there is the dawn of coming events calculated to inspire brighter hopes to those interested in our railroad than have for some time existed. You are perhaps aware that at the late Memphis convention of dele-

gates from the south and west many of the first men from those sections met, with the object of discussing and forwarding the great interests there represented among which that of internal improvements occupied a large space. The practicability of a continuous line of railroad communication, connecting the Mississippi with the Atlantic at Charleston, or Savannah, was so satisfactory to the many there, that there no longer exists a doubt of the ultimate results.

Within the past week, Messrs. Bodley and Arthur have returned from Huntsville, Ala., whither they went to solicit a charter from the state of Alabama for a road to connect the Georgia and Vicksburg road through the state. They were entirely successful, and have obtained a more favorable charter than could have been expected.

We have now a bill before our legislature to perfect the connection to the Alabama line, and there is no doubt of its speedy and favorable passage. Everybody is sanguine of the advantages to accrue to all interested, and we have already pledged to its completion the 2 per cent. fund, which amounts to some \$300,000, and we are assured that congress will favor the scheme by grant of alternate sections of land on the line.—*Express*.

"The Iron Steam Schooner, Hunter, Lieut. McLaughlin, U. S. N., says the Louisville Democrat, of 8th inst., has just passed over the falls on her way to New Orleans. The Hunter is propelled by Lieut. Hunter's submerged horizontal propeller, and if great speed and the utmost facility of working can establish the success of anything, then they have established in the vessel the entire success of Hunter's propellers. The Hunter left Pittsburg on Tuesday night and made the run to Wheeling in less than nine hours, through heavy drift ice which filled the river all the way down to Wheeling. She arrived in Cincinnati at 8 o'clock on Friday morning, after nine hours' detention on the passage. She left Cincinnati on Friday evening at 20 minutes after 7, and made the run to the big Miami, a distance of 22 miles, in one hour and twenty minutes. This may be truly called a remarkable speed for any boat of but 100 feet in length, no matter how propelled, and that it had been accomplished by Lieut. Hunter's submerged wheels in the Hunter, is incontestable evidence of their entire success."

We hope this may be realized in general use, as well as in the experiment—though we have our doubts.

The Iron Business of Pittsburg.—The produce of iron in its various forms, from the pig, for the year 1846, in Pittsburg city, will be an average of 1000 tons per week. About one-fifth of this will be in the form of nails.

Boston and New York Line—New Arrangement. The Boston and Providence and Stonington railroads, says the Boston Traveller, have formed a connection with a line of steamboats to run between New York and Stonington, to be composed of the famous steamers Oregon and Knickerbocker.

The new arrangement will go into effect on the 1st day of April.

Troy and Greenbush Railroad.—The recent report of this road extending from Greenbush, opposite the city of Albany, to Troy, shows that it was partially opened for travel on the 13th of June last. It appears from the report that the road is six miles in length, has cost \$233,371 39; and that the receipts since June 13th have been, from passengers \$12,200 86, and from freight \$3,647 32. Expenditures \$5,981 21; dividends \$7,843 62. Whole number of passengers 78,711.

Milwaukee and Mississippi Railroad.—A bill to incorporate the Milwaukee and Mississippi railroad company, says the Milwaukee Sentinel, has been introduced in the council. It will pass, amended, perhaps, by leaving the termination on lake Michigan to be fixed by the stockholders. This is fair enough and will give all the towns on the lake shore a chance to put in their claims.

Public Documents.

We are indebted to the civility of A. C. Flagg, Esq., comptroller of the state of New York, for his annual report to the legislature, and also for the an-

nual report of the commissioners of the canal fund, and the report of the secretary of state transmitting the annual reports of the railroad companies in the state of New York; and to W. R. McKee, Esq., president of the Lexington and Ohio railroad company, for the annual report of the board of internal improvement in Kentucky, for all which we acknowledge our obligation—and of which we shall endeavor to give some account hereafter.

ANTIQUITY.—GOVERNOR DONGAN.—CITY CHARTER.

Those of our readers who are fond of comparing the present with the past, may be amused by reading the proceedings of the common council of this city, a copy of which we give in this number, on the arrival of Governor Dongan, in 1683 or 162 years ago last August!!

From these proceedings it will be seen that the people and the public functionaries of the present day are by no means alone, nor without precedent, in their efforts to extend their power and obtain possession of more territory. The common council not only desired jurisdiction over "Harlem and the Boveny," but also "in ye Bayes, Coves, Creeks, and Inlets belonging to this corporation."

Virginia Right of Way.—The bill "supplementary to and amendatory of the act entitled an act to authorize the Baltimore and Ohio railroad company to complete their road to the Ohio river and for other purposes," passed February 19th, 1845, has passed the Virginia senate without amendment, and having previously passed the house, is now a law.

NOTICE TO CONTRACTORS. PROPOSALS will be received at Bridgeport, until the 20th of March next, for re-laying the Housatonic railroad with an H rail.

Specifications will be furnished at the office of the undersigned, in Bridgeport, on and after the 20th February. R. B. MASON, Engineer.

Bridgeport, February 14, 1846. 8 51

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floors and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE, 142 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32 1y

KITE'S PATENT SAFETY BEAM.

MESSENGERS, EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

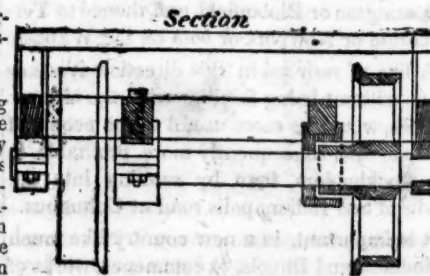
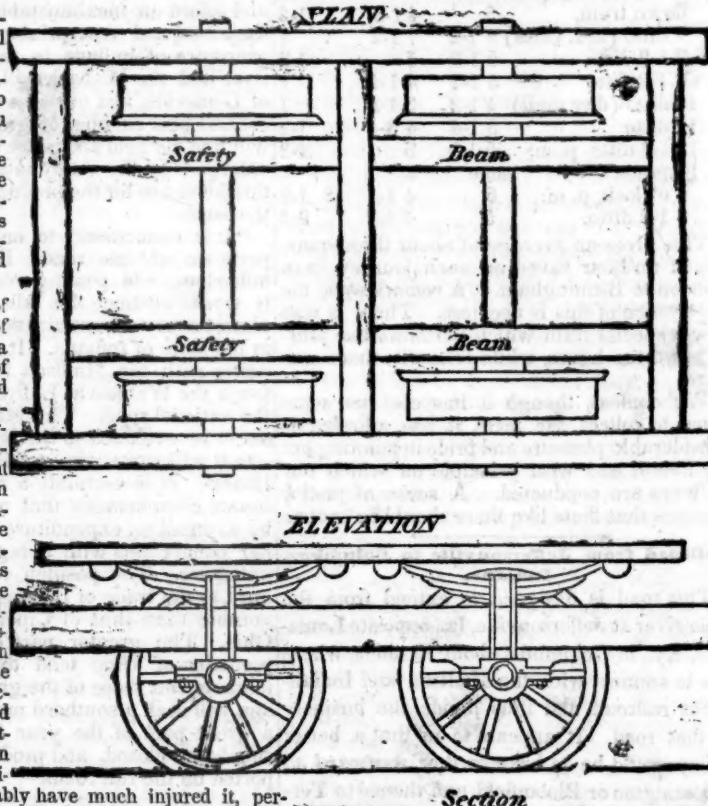
Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.



PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. **JOHN F. WINSLOW, Agent.**

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

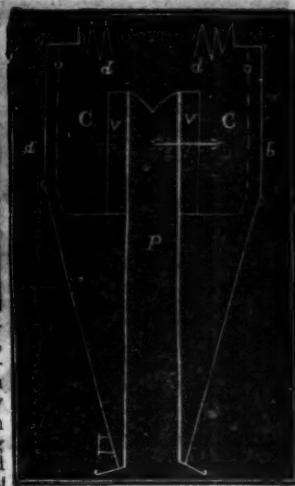
E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburg and Jackson Railroad, Vicksburg, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. McKee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

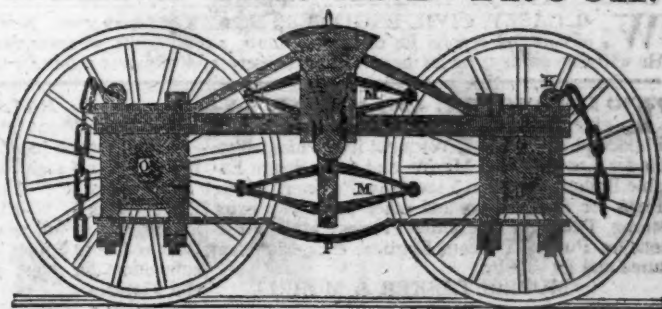
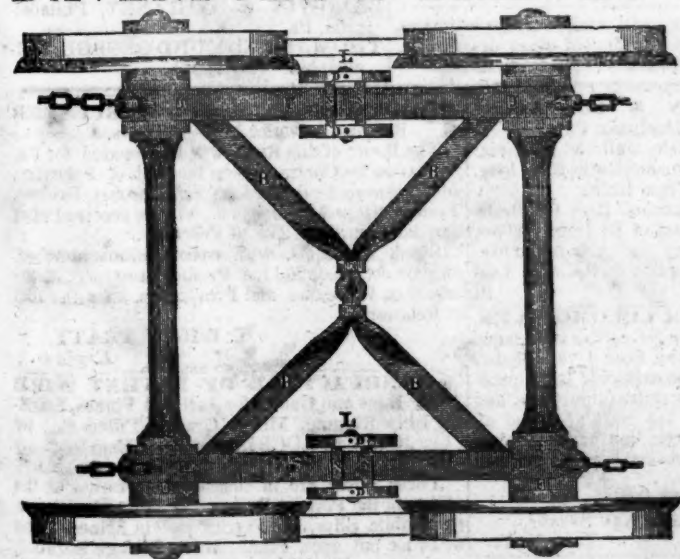
*** The letters in the figures refer to the article given in the Journal of June, 1844.

ja45



BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES' IMPROVED PATENT IRON TRUCK FOR RAILROAD CARS, is presented above, and the attention of Railroad Companies is respectfully invited to the following description of their justly-celebrated invention.

These Trucks are adapted as well for eight-wheeled passenger cars as for baggage and freight cars, giving to each a more agreeable and easy motion than any other Truck heretofore constructed or in use. They are simple in their construction, combining strength and great durability, although weighing at least twelve hundred pounds less than the common Trucks. Besides these excellences, by reason of the elasticity of the braces, B, B, B, as seen in the drawing, and the other peculiarities of construction, made for inside or outside bearing, the weight is equalized upon all the wheels, and yet any one

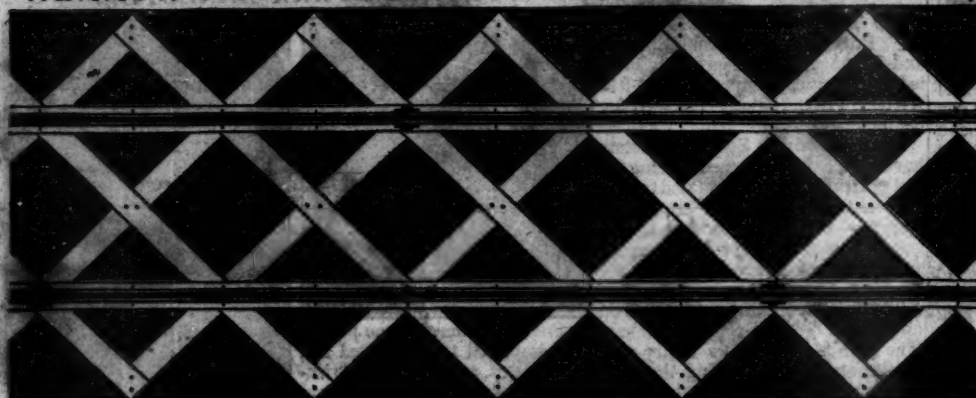
may be raised so as to pass any inequality on the rails without lifting either of the other wheels from the track, thus rendering it almost impossible to run a car off. Being bound, and having as it were but four joinings, they are protected from injury by lateral strains, and in case of damage are easily repaired.

These excellences have been fully tested by use, for a long time, on the Eastern, the Fitchburg and Long Island railroads; and for proof of the above stated superiority of these Trucks over all others, we refer to the experience of those who have used and run them.

CAMBRIDGEPORT, April 1, 1845.

DAVENPORT & BRIDGES

HERRON'S PATENT AMERICAN RAILWAY TRACK,



As seen stripped of the top ballasting

HERRON'S IMPROVEMENTS IN RAIL- way Superstructure effect a large aggregate saving in the working expenses, and maintenance of railways, compared with the best tracks in use. This saving is effected—1st, Directly by the amount of the increased load that will be hauled by a locomotive, owing to the superior evenness of surface, of line and of joint. This gain alone may amount to 20 per cent. on the usual load of an engine.—2d, In consequence of the thorough combination, bracing, and large bearing surface of this track, it will be maintained in a better condition than any other track in use, at about one-third the expense.—3d, As action and reaction are equal, a corresponding saving of about two-thirds will be effected in the wear and tear of the engines and cars, by the even surface and elastic structure of the track.—4th, The great security to life, and less liability to accident or damage, should the engine or cars be thrown off the rails.—5th, The absence of jar and vibration, that shake down retaining walls, embankments and bridges.—6th, The great advantage of the high speed that may be safely attained, with ease of motion, reduction of noise, and consequently increased comfort to the traveller.—7th, The really permanent and perfect character of the Way, insuring regularity of transit. To which may be added the great increase of travel, that would be induced by the foregoing qualities to augment the revenue of the railroad.

The cost of the Patent track will depend on the quantity and cost of iron and other materials; but it will not exceed, even including the preservation of the timber, the average cost of the tracks on our principal railroads. Generally, the timber structure, fastenings and workmanship, exclusive of the cost of the iron rails, will be from \$2,300 to \$4,000 per mile. On this structure, rails of from 40 to 50 lbs. per yard, will be equal in effect to

60 and 70 lbs. rails laid in the usual way. The proprietors of a road, furnishing approved materials in the first instance, the undersigned will construct the track on his plan in the most perfect manner, with recent improvements, for one thousand dollars per mile. And he will farther contract to maintain said track for the period of ten years, furnishing such preserved timber and iron fastenings as may be required, and keeping said track in perfect adjustment, under any trade not exceeding 100,000 tons per annum, or its equivalent in passenger transportation, for Two hundred dollars per mile per annum.* To insure the faithful performance of this contract, he will pledge one-fourth of the cost of construction, with the accruing interest thereon, regularly vested, until the completion of the contract. So that a company, by securing payment to the undersigned at the specified period, will have only \$750 per mile to pay for the workmanship on the track, without any charge being made for the use of the patent, the subsequent payments, for maintenance of way, and amount withheld, being made from the large margin of profits that will result from its use.

JAMES HERRON.
Civil Engineer and Patentee.

No. 371 South Tenth St., Philadelphia.

* A general average of the repairs done on six of the most successful railroads in this country, for a period of from six to eight years' use has been found to exceed \$625 per mile per annum, exclusive of renewal of rails. But few roads in this country carry as much as 100,000 tons per annum. When a road exceeds that quantity, the repairs due to the additional tonnage, up to 200,000 tons, will be charged at one mill per ton; over the latter, and not exceeding 300,000 tons, nine-tenths of a mill, etc. Where there are two tracks to maintain, a large reduction upon those rates will be made.

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December 8, 1845.

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T. WILLIS PRATT,
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